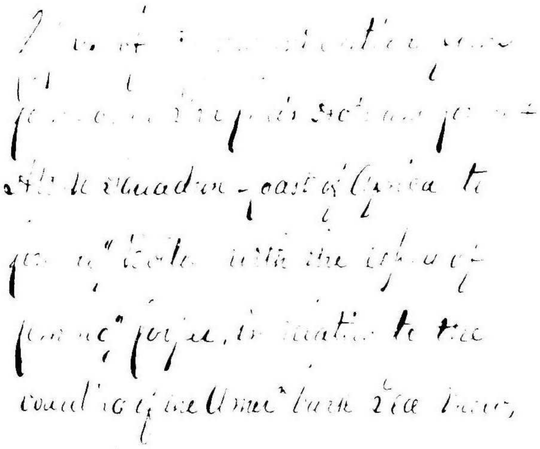

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African Squadron
Commodore Cooper

Cruise from
Novr. 22d 1848 To Sept 3d 1849

Navy Department

Boston Harbor Nov: 22. 18

Sir

I have the honor to report to you that the U. S. Ship Yorktown was reported to me this morning s being ready for Sea. I am now under weigh with light breese from the North, the weather appears be propitious and I am in hopes of having a fine ffing.

With the greatest respect
I have the Honor to be
Your Obt Servt
Benj
Commanding the
African Squadron

Hon John Y Mason
Secretary of the Navy,
Washington

C 366 nw 27. Wa

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(No 1)

U.S. Ship Yorktown
Funchal. Madeira Dec 20 1841

Sir

I this day have the honor to report to you my arrival at this place yesterday and found the U S Ship Jamestown lying here. This morning I reported to Commodore Bolton & showed your orders and received from him a copy of the instructions correspondence &c. in relation to the Squadron and its duties on the Coast of Africa. So soon as I shall have completed my arrangements, (which I expect to be in a day or two) I shall sail for the Cape de Verds.

We have had a long and very disagreeable passage to this Island. The present battery is much too heavy for the Ship. twelve Guns would have made the Ship much easier and more efficient than the sixteen. In an ordinary sea she would be unable to fight them with any accuracy from the unsteadiness of the vessel. We have not been able to have general quarters since we have been out. it would have been dangerous to have cast the Guns loose. The Ship rolls very deep and returns with a quick heavy jerk straining the Ship in every part. We have not had since we left Boston, a dry plank in any part. her men have been employed in the Ward Room and Cabin constantly in bailing and swabing up the water. The birth deck we had to scuttle.

Now Sir my greatest anxiety for the safety of the Ship, has been caused from the fact, that this Ship coming out of the dock so recently as she has been, and reported ready and fit for sea when the Rudder head was so defective that it would not hold the Tiller in its place, A report from Commander Marston on this subject will accompany this communication. The Naval Architect at the Boston Yard is very censurable for not unshipping the Rudder and scarfing it this must be done on the station with every inconvenience attending it. I will further state to you that a watch has been constantly on hand in order to keep the wedges in their places.

I shall send you a duplicate of this communication by the way of Cadiz in the U S Ship Jamestown

I have the honor
to be your most Obt Servt
Benj. Cooper.
Commanding U S Naval
Forces Coast of Africa

Hon John Y. Mason
Secretary of the Navy
Washington

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With 3. Encl. 244

(No 1)

U S Ship Yorktown
At Sea Lat 35° Long 59°
November 30th 1848

Sir

I have the honor to report to you that I this day discovered the rudder to play much more than the tiller worked, and from other indications felt apprehensive that the tiller was loose in the rudder head. I at once ordered the platform which encloses the rudder head in the Cabin to be removed and then found that the tiller was perfectly loose that the dogs which secured it within the rudder from the shortness of the Shoulders had also become loose, that the tiller had worked out of its place several inches, and was apparently only prevented coming out entirely, by its coming in contact with the end of the Cabin deck planks.

The iron bands of the rudder head, especially the two through which the tiller passes had become loose, caused probably by the rudder either having shrunk or the rust on the inner part of the bands having been removed by the working of the rudder.

I have had the tiller securely strapped to the rudder and then firmly wedged with iron, and I have no doubt it will answer till we arrive at some port where we can permanently repair it.

Very respectfully
Your Obt Servant
John Marston
Commander U S N

Commr
Benjamin Cooper
Comdg U S Naval Forces
Coast of Africa

Ackd - approve his report & proceedings &c. enclose copy of the report of Chief of Bureau on the subject of Capt. C's report in regard to the Jamestown -

J. Y. M

Come 3d March 1849.

Comm Cooper.

Funchal. Mad

20 Dec 1

Refer to the Bureau of Construction &c.

J. Y. M

The Battery of the Yorktown i prescribed by the Naval Reg it is similar to that of other ve of her class of which untill n no complaint has been ma The return of a ship to an even keel with a "Jerk" is evidence of *too* *much* weig *below*; The tiller & wedges working loose is not of rare occurrence & is easily remedie A copy of the complaint however will be forwarded to Comg Officer Boston to induce a greater degree of care in future

C.W.S.

Co 124 F 622. Ham

The duplicate
been received & is no
before this i Secty —
file

Ack@ 3 March

Cap Flar

No 2.

U S Ship Yorktown
Porto Praya Harbor
Cape Verd Island Jan 8. 49

Sir

I have the honor to report to You that I arrived at this Port on the 3d inst. Jany. I left Madeira on the 22d of December leaving the U S Ship Jamestown Commodore Bolton who was expected to sail for Cadiz in a day or two-- On my arrival here I found the U S Ship Portsmouth, Com'der Armstrong who had just returned from a short cruise on the coast, I shall in the course of a few days hoist my Pennant on board of that ship after which I shall order this ship to Porto Grande Island of St Vincent to repair her rudder head - A report of its condition I had the honor to send You from Madeira, By this communication I also send you a report from Com'der Marston respecting a remarkable & unaccountable deviation in the binnacle Compass's, there is some local cause for this, which we cannot discover, It will certainly cause at all times while at sea mutch anxiety in navigating the ship. I have also the pleasure to inform You that I have been aboard of this ship upwards of Forty days and during which time not to my knowledge has there been a man punished or even a harsh word spoken to any of the officers or crew, and the ship is in good discipline for a new crew, better than one could have expected considering the very boisterous weather we experienced on our passage to Madeira. This agreeable fact is to be attributed to the very gentlemanly & officer like conduct of the Commander and his officers.

I have also the honor to report to you that I am enable to forward to the Department per Brig Fawn of Salem Mass which is hourly expected to sail - This - And various documents which were transfered to me by Com'der Armstrong of the U S Ship Portsmouth relative to the seizure & wreck of the American Schooner Col. Blum at the Isle of Sal while in charge of its Captors - Also other Documents from the different Com'ders of the Squadron, a schedule of which I have the honor to inclose with this Communication.

A G Gordon Com'der of the U S Brig Porpoise who has just returned from a three months cruise, in his report to me states - that as far as he can learn by minute enquiry, and his own observation, that to the leeward of Monrovia as far down as Cape Palmas appears to be quiet and far from participating in the slave trade, but between Monrovia and Gallinas he was credible informed there are now in the Barracoons 1300 slaves ready for transportation - He speaks of his officers & crew being in fine health & spirits.

The Portsmouth and Porpoise are short of Lieuts.

The Bainbridge is expected here daily.

The Decatur is on the coast, having left here 22d Dec '48 for a three months cruise.

In conclusion sir, I am happy to report to you, the general good health of the officers & crew of the Squadron,

And my regret from the momentarily expected sailing of the Brig Fawn and my recent arrival, precludes me from giving you a more complete and satisfactory report relative to this Squadron.

I have the Honor to be
very Resp'y Your Ob't Servant
Benj Cooper.
Commanding the U S
Naval Forces West Coast of Africa

Hon.
J. Y. Mason
Secretary of the Navy

Ans: Apl 13, 1849

C 170 March 19.

Jan 8th 1849

dule

Documents in relation to the seisure of the American Schooner Col. Blum by the Portuguese Authorities & of her subsequent wreck while in charge of the said Authorities marked No 1 & 2.

Report from Com'der John Marston to Commodore Lewis Warrington relative to Ammunition on board the U S Sloop of War Yorktown

Inclosed documents from Com'der John Marston containing letter & necessary reports to the Hon. the Sec'y of the Navy

Bimensal returns of punishments on board the U S Sloop of War Portsmouth & the U S Brig of war Bainbrige.

Letter of A G Slaughter commanding U S Brig Bainbrige to the Hon. the Sec'y of the Navy.

General muster Book of the U S Brig Bainbrige

- Muster roll of the Decatur & Porpoise

# Dispatch No 3

U.S. Flag Ship Portsmouth
Porto Praya Harbor Jan 16. 1849

Sir

I have the honor again to report to you per the U.S. Ship United States, Commodore Reed, which Ship arrived unexpectedly this morning at this Harbor for the purpose of supplying herself with provisions, a brief and hurried account of my movements whilst I have been in Command of this Squadron.

I have also the honor to forward to you the register and papers of the late American Schooner Col: Blum seized by the Portuguese Authorities and lost while in charge of its captors, which were delivered to Commander U. G. Slaughter of the U.S. Brig Bainbridge by the Governor General, together with letters and papers from the various persons interested and engaged in this affair, a complete Schedule of which I have enclosed.

I have also the honor to advise you of my acting appointments and changes of the Officers of this Squadron which I found necessary to make. Which acting appointments and detachments, were made, as far as I was able so to do, for the efficiency of each vessel and the rights of the officers concerned.

I have had all the vessels of my Squadron here for a few days, except the Decatur which is now cruizing to the Southward, and I have the honor to lay before you, my disposition of the said bessels.

You may have or will be advised by my dispatch No 2 which you have or will receive per Brig Fawn of Salem Mass, a duplicate copy of which I send you, that I had determined to send the U.S. Ship Yorktown Commander Marston to Porto Grande for repairs but I have since learned that the town of Bathurst on the river Gambia is the only place where materials can be got on this coast to make the necessary repairs, that the ship is now suffering for and I have ordered her there accordingly with instructions that after having refitted herself to cruise along the Coast to the Southward, as long as her Stock of provisions would allow, occasionally stopping at intermediate points to refresh her crew, and then return to this port provide herself with fresh ~~provisions~~ supplies and thence for Madeira to remain a week for the benefit of the health of her officers and crew by a change of climate, she will then return touching at the Canarys, also at the Cape de berde Islands with instructions to go to any part or place in the above mentioned Islands, should circumstances require a visit, when he will return to this port and await further instructions.

The Porpoise Commander A G. Gordon in consideration of having just returned from a Southern cruise - a report of which I had the honor to make you in my dispatch No 2 per Brig Fawn - I have ordered to proceed to Madeira with similar instructions that I gave to the Yorktown and for the same purpose, and when she returns to Porto Praya to make short cruises among the surrounding Islands, till he is ordered otherwise, always keeping his vessel in readiness to sail at a moments warning.

The Bainbridge Commander Slaughter I will keep cruizing amongst the Islands for two months, at the expiration of that time I have directed her to proceed to Sea and cruise along the coast.

I shall sail in two or three days or as soon as my Ship the Portsmouth Commander Armstrong is ready for Sea; it is my intention to visit the entire extent of our cruizing ground if practicable.

In making and carrying into effect the different arrangement and disposision of the bessels of my Squadron, it has been my desire and intent to carry out the views of the department for the suppression of the Slave trade and affording legal protection to our flag, also the presarvation of the health of the officers and crew of this Squadron which requires every attention in this insalubrious coast, and in consideration of that most important circumstance, it is my intention that they shall all cruise in rotation, having a vessel at all times at each point.

I have also the honor to call your attention to the fact - that on account of the large quantity of damaged provisions a survey of which I have ordered upon the report of Wm M. A. Morse U.S. Naval Store Keeper and the large supply required for the use of the returning Ships United States together with that drawn for the use of the Squadron on this coast, I am fearful that the supply will ~~not~~ fall short of the demand, it is my intention to take a complete inventory of the Stock on hand in the Naval Store House; As I have no doubt that we suffer more or less from the officials at this Port who have the control of the Keys.

I have also the honor to lay before you the report of the survey held on damaged Bread, Flour and dried apples of which report I have approved, and shall act in accordance with the recommendation of the Surveyor.

I have the Hon to be
Very Resp^t Your Obt Servt
Benj Cooper.
Commdg U S Naval Forces
West Coast of Africa

To the Hon John Y. Mason
Sec of the Navy

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Schedule of documents forwarded to the Hon the Secretary of the Navy per the U S Ship U States Commodore G C Read by Commodore Benj Cooper Comg African Squadron Jan 16th 1849.

Package No 1.

No 1 ✓ Original letter of Com'der S Mercer U S Ship Jamestown to Com'der A G Gorden relative to the American Schooner Col^n Blum dated Oct 6th 1848

N. 2. ✓ Copy of letter to Com'der A G Slaughter U S Brig Bainbridge, from Com'der W M Armstrong U S Ship Portsmouth relative to the American Schooner Col Blum. Oct 22d 1848

No. 3 ✓ Copy of letter of Com'der A G Slaughter U S Brig Bainbridge relative to the American Schooner Col Blum Nov 14th 1848

No 4 ✓ Copy of letter of Com'der W M Armstrong to the Capt General - relative to the Schooner Col Blum - Dec 29th 1848

No 5 ✓ Orders to Com'der A G Slaughter U S Brig Bainbridge from Com'der W M Armstrong relative to the Schooner Col Blum Dec 30th 1848

No 6 ✓ Original letter of Com'der A G Slaughter U S Brig Bainbridge relative to the Schooner Col Blum Jan 12th 1849

No 7 - ✓ Communication to Com'der W M Armstrong U S Ship Portsmouth from Gov General relative to the Schooner Col Blum

No 8 ✓ Register + other papers of the American Schooner Col Blum

Enclose to the State Dept.
with extract of Com.
Cooper's despatch -
J. Y. M.

over

Comm Cooper    Porto Pray

15 Jan 18

Package No 2-    Ack. & approv

Duplicate Despatch No 2    J. Y. M

Duplicate Schedule of documents forwarded per brig Faun of Salem Mass.    Ack. 3 March 1849.

Appointments    Refer to Bure of Prov: & Cls. for p

J. Y.

1- Pass Mids.

1 / Lieut. Chas. E Fleming transferred from the U S Ship Yorktown to the U S Ship Portsmouth.

2 / Pass Mids J A Seawell transferred from the U S Ship Yorktown to the U S Brig Porpoise.

3 / Surgeon J L Fox transferred from the U S ship Portsmouth to the U S Ship Yorktown.

4 / Passd Mids W P Buckner U S Ship Portsmouth appointed Acting master to the U S Brig Bainbridge

5 / Acting Master Israel C Wait U S Brig Bainbridge appointed Acting Lieut to the U S Brig Porpoise.

6 / Passd mids W H Parker U S Ship Yorktown appointed Acting Master of the same.

7 / Acting master C H B Caldwell U S Ship Yorktown appointed Acting Lieut- to the same

Package No 3

Report of survey made on bread Flour & dried apples- landed in a damaged state from the Charter Store vessel Lucia Maria April 1848

C 123 No 22

---

Jan 8. 1849

Forwarded by Commo Cooper to Washington per Brig Fawn Salem Mass

Documents in relation to the seisure of the American Schooner Colu Blum by the Portuguese Authorities and of her subsequent wreck whilst in charge of the said Authorities marked No 1 & 2

Report from Commander John Marston to Commodore Lewis Warrington relative to Ammunition on board the U.S. Sloop of War Yorktown.

Inclosed documents from Commander John Marston, containing letter and necessary reports to the Hon. the Sec of the Navy

Bimensal returns of punishments on Board the U.S. Sloop of War Portsmouth

Bimensal return of Punishment on board the U.S. Brig Bainbridge

Letter of A. G. Slaughter commanding U.S. Brig Bainbridge- to the Hon the Sec of the the Navy-

General muster book of the U.S. Brig Bainbridge-

Muster roll of the Decatur & Porpoise

Duplicate Schedule of Acc^ts
forwarded per Brig [illegible]

---

U.S. Ship Yorktown
Porto Praya Jan 11 1849

Sir

You will report yourself to Commander Wm M. Armstrong for duty on board the U.S. Ship Portsmouth

I am resp^y
Your Obt Servt
Benj Cooper,
Comm^d U.S. Naval
Forces West Coast of Africa

Lieutenant
Chas E. Fleming
U.S. Ship Yorktown

Chas C Fleming 1

U. S. Ship Yorktown
Porto Praya Jany 9th 1849

Sir

You will report yourself to Commander A. G. Gordon for duty, on board the U. S. Brig Porpoise as a Passed Midshipman

Respectfully Yours &c
Benj Cooper
Commdg U. S. Naval
Forces Coast of Africa

J A Seawell
Passed Midshipman
U. S. Ship Yorktown

P A Seawell 2

U S. Ship Yorktown
Porto Praya Jany 12. 1849

Sir

You will report yourself for duty to Commander John Marston on board the U S. Ship Yorktown

I am very respect
Your Obt Servt.
Benj Cooper,
Comnd U S Naval
Forces Coast of Africa

Surgeon
J. L. Fox
U S. Ship Portsmouth

John L Fox 3

U.S. Ship Yorktown
Porto Praya Jan 13th 1849

Sir

You will report yourself to Commander A. G. Slaughter for duty as acting Master on board the U.S. Brig Bainbridge.

I am very respt
Your Obt Servt,
Benj Cooper,
Commd U.S. Naval
Forces Coast of Africa

Passed Midshipman
W. P. Buckner
U.S. Ship Portsmouth

Wm P Buckner 4

U. S. Ship Portsmouth
Porto Praya Jan 13. 1847

Sir

You will report yourself to Commander A. G. Gordon for duty as Acting Lieutenant on board the U. S. Brig Porpoise.

I am respy
Your Obt Servt
Benj Cooper
Comnd U S Naval Forces
Coast of Africa

Acting Master
Israel C. Wait
U. S. Brig Bainbridge

U. S. Ship Yorktown
Porto Praya Jan 11. 1849

Sir

You will report yourself to Commander John Marston for duty as Acting Master on board the U. S. Ship Yorktown.

I am respecty
Your Obt Servt
Benj Cooper
Commd U. S. Naval Forces
West coast of Africa

Passed Midshipman
W. H. Parker
U. S. Ship Yorktown

W H Parker 6

U S Ship Yorktown
Porto Praya Jan 11. 1847

Sir

You will report yourself to Commander John Marston for duty as Acting Lieutenant on board the U S Ship Yorktown.

I am respectfully
Your Obt Servt
Benj Cooper
Commd U S Naval Forces
West Coast of Africa

Acting Master
C H. B. Caldwell
U S Ship Yorktown

C H B Caldwell 7

Recd 25 Apl 1849.

U S Flag Ship Portsmouth
Monrovia Roads Feb 1. 1849

Sir

I would respectfully inform you that I have deemed it my duty to relieve Commander Armstrong from any further duty on board this Ship, and have directed him to return to the United States by the earliest opportunity. A step so grave has not been taken without deliberation and I am well assured that the best interest of the service will be promoted by the change.

On my arrival at Porto Praya in the Yorktown, I found the Ship in a most deplorable condition, on account of the state of discord existing between the Commander and his Officers, and which for a time seriously threatened to interfere with the active duties of the Squadron. The reports made to me respecting the conduct of the Commander, being of such a nature that I could not do otherwise than order a Court of investigation. After considerable delay and much exertion on the part of several gentlemen of the Squadron, and in consideration of my being about to hoist my Flag on board the Portsmouth, an apology was accepted from the Commander, and the reports against him were temporarily withdrawn. I cherished the hope that all difficulties would now cease, and that harmony so essential not only to the happiness but the efficiency of a Ship of War be restored. These anxious wishes have not been realized, and I am free to confess that circumstances have forced me to believe that they never will be while Commander Armstrong remains in this Ship.

My object is not to injure Commander Armstrong but to justify my own Action I will therefore not dwell upon matters personal to myself, except to say that I have no hesitation in characterising his Conduct towards me as unbecoming an Officer and a gentleman. I forbear to say more and trust my motives will be appreciated.

In the short space of time that Commander Armstrong was the senior officer present he managed to embroil himself (with perhaps one exception) with every officer of his grade with whom he came in contact, and in one instance the forbearance of the wronged alone prevented serious detriment.

I am not the enemy of Commander Armstrong on the contrary have been his friend, and would now much rather serve than injure him. I cannot however shut my eyes to the fact that his unfortunate disposition infirmity of temper, or the influence of some chronic morbid excitement, wholly disqualifies him for usefulness in the Squadron, and that his further stay will only tend to accumulate unpleasantness to others with perhaps harm and serious injury to himself.

I have now Sir performed a most disagreeable task and am conscious of having acted for the best. With Commander Armstrong I have no griefs to assuage, no resentments to gratify, I have been influenced only by a sense of duty and regard for the good of the service and will cheerfully bide the result.

As I am now on a cruise that will probably occupy several months, and presuming that the situation of Commander Armstrong must be a disagreeable one, I have in order to afford him every facility to return home directed Commander Byrne of the Decatur to convey him to Porto Praya where he will probably find a conveyance to the United States should that not be the case Commander Byrne will convey him to Madeira, from which point he can easily reach home.

I herewith enclose you my letter to Commander Armstrong relieving him from his command and directing his return to the United States

I have the honor to be
very Respectfully
Your Obt Servt
Benj Cooper
Com$^{dg}$ U.S. Naval Forces
West Coast of Africa

Honorable
J. Y. Mason
Sec of the Navy

Despatch no 5. date Feby 1 /49

Commr. Cooper.

1 Feo 1

Place this with Com
letter to Comr. Armstr
which was refused
Frannington Skinner &

Ackd 24 July 1849

C 268 Apr 26

---

(Copy)

U. S. Flag Ship Portsmouth
At Sea Jan 30. 1849.

Sir

I deem it my duty and I trust I need not say it is a most disagreeable one, to inform you that after much reflection I have concluded that a proper sense of self respect, regard for my position as the commanding officer of the U S Naval Forces on this Station, and dependant thereon the good discipline and efficiency of the Ships naturally looked to by others for an example requires that you should be relieved from any further duty as Commander on board this Ship.

The condition in which I found this Ship on my arrival at Porto Praya, was most deplorable. and I am free to say, that the facts and representations then made to me respecting your difficulties with your officers were such as to make the impression upon my mind that your own conduct as you have since admitted was unjustifiable and instrumental in producing much of the discord which so unhappily existed. Notwithstanding this I attributed much which was censurable to your infirmity of temper, and hoped that my presence on board and my determination to do all in my power to promote peaceable relations would eventually realize harmony. I regret to say that my expectations have not been realized, and I am compelled to believe that your presence is the only obstacle.

Your conduct and deportment in reporting to me at Porto Praya was most singularly unbecoming and disrespectful and your Opinion respecting our relative positions and services so much at variance with the truth, and considering the time place and circumstance so calculated if not intended to depreciate me in the estimation of those placed under my command that I would not only have been justified but was even derelict in duty that I did not then deprive you of your command. But I repeat I hoped that this most singular exhibition of ill temper, and bad taste, of disrespect and contumely might be the result of some temporary excitement which time would cure rather than studied premeditation. I therefore allowed it to pass unnoticed, although remarked by others as extraordinary.

I am sorry [illegible] to say that your conduct on the evening of the 29th inst in addressing to my Steward, in the presence of your own servant the language you did tending to ridicule and degrade me your commanding officer even with your menial, satisfies me that my charitable construction upon your conduct had been misplaced, forbids me to hope that further forbearance will produce any favorable change and leaves me no alternative but to relieve you from any further duty as Commander of this Ship. Upon this subject I must decline any further remarks, and I trust you will do me the justice to believe, that I do so only because its further agitation would bring you in contact with your servant, a humiliating position which I would be loath to see any officer, and especially one of your age and rank subjected.

You are therefore relieved from any further command on board this Ship and you will proceed to the United States by the first opportunity and report yourself to the Secretary of the Navy.

I am very Respectfully
Your Obt Servt
Mey Cooper
Comdg U. S. Naval Forces
West Coast of Africa

Commander
Wm. H. Armstrong
U. S. Ship Portsmouth

Copy of Orders to Commander Wm M Armstrong relieving him from Command and directing his return to the U States belonging to Despatch No 5

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Navy Department
Mar 18th 1850

Sir

We have perused the report of Commodore Voorhees to the Department, dated on board the U.S. Sloop Plymouth [illegible] 1st 1849, detailing his reasons for removing Commander Armstrong from the command of that vessel, and for ordering him home, and also ~~and also~~ the copy of Commodore Voorhees' letter to Comdr. Armstrong.

We are asked "if it is proper and according to the usage of the service for the Commander of a Squadron to detach and send home a Commander of a ship of his squadron, without preferring charges or without his being disqualified for the performance of his duties." We are of opinion, that it is not proper or according to the usage of the service to take such a step without the occurrence of one or both of the contingencies mentioned. If in the opinion of Commodore Voorhees, the disqualification arose from any cause which is embraced, and therefore cognizable by the act for the better government of the Navy, he should have been arrested and tried; and if that was impracticable, he should then have been sent home, with charges preferred against him. If his disqualification arose from physical inability, an examination by medical men should have been held, and a report to that effect have been transmitted.

We consider the sending home of Officers from squadrons abroad, a delicate matter, the propriety of which should, in all cases, be well made out.

The papers are herewith returned.

We are very respectfully
Your obt. servts.

L. Warrington
Chas. W. Skinner
Jos. Smith
Chiefs of Bureaus

Honorable
Wm Ballard Preston
Secretary of the Navy

file

308 May 18th

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1849 (Dispatch No 6)

U S. Flag Ship Portsmouth
Monrovia Roads Feb 2d 1849

Sir

I have the honor to enclose you, communications from Commodore Sir Chas Hotham Commanding H B Majesty's Naval Forces on this station, to my predecessor, Commr W. C. Bolton acknowledging the assistance rendered by the U S. Ship Jamestown and Brig Porpoise to H. B. M. Brig Ranger, and also in relation to the visit made by Lieut Swinburn of H. B. M. Brig Wanderer to the American Ship Madonna.

To my own mind these communications are highly satisfactory, and I am sure I will be but carrying out the sentiments of the Department in expressing them at the earliest opportunity to Sir Chas Hotham, as also my gratification for the handsome manner in which his communications are made.

I have the honor to be,
very Respectfully
Your Obt Servt
Benj Cooper
Comdg U S Naval Forces
Coast of Africa

Hon. John Y. Mason
Secretary of the Navy

Commr Cooper.

[illegible]

ack & off

Despatch No 6 — Feb 2d 49
In relation to documents
received from Sir C. Hotham
Comdg HMB Forces Coast of Africa

Ackd 24 July 1849

C 278 April 26

"Penelope", at Ascension,
(December 15. 1848.)

Sir,

I have the honour to inform you that I have received an official Letter from Commander [illegible] of Her Majesty's Sloop "Ranger", expressing his gratitude for the friendly assistance rendered by the Officers and Seamen of the United States' Ship "Jamestown", [illegible]

(in

on the occasion of his recent
Cruise, and having myself
greatly benefited in 1847,
by the attentions of the
Captain and Officers of the
United States Brig "Porpoise"
I am the more glad to seize
on this opportunity of offering
to yourself and the Officers
concerned, my thanks for
the favour afforded, which

I

---

I now do with the utmost
sincerity and cordiality.

I have the honor to be,
Sir,
Your most obedient,
humble Servant,

Chas Hotham

Commodore and
Commander in Chief

To

Commodore Bolton,
Commanding the
United States Naval Forces
on the West Coast of Africa,
&c — &c — &c

The despatches of Commod.[illegible] [illegible] a[illegible] [illegible] of the late fire in the Admiralty buildings, where they were de-[illegible] for the [illegible]
[illegible]
Apl 27.

---

(Copy)

Chas Hotham

H.M.S. "Wanderer," at Prince's,
1 January 1849.

Sir,

In reference to your letter of this days date desiring me to call upon the boarding Officer of H.M.S. Wanderer) for a full and particular statement of all the occurrences which took place on the occasion of visiting the United States Merchant Ship "Madonna"; I beg leave to state, that I have examined Lieutenant Swinburne thereon who admits generally the statement, made by the Master of the American Ship, with modifications however, which though, they do not tend to clear him, in my opinion, of very inconsiderate and unofficerlike conduct, do yet, I

conceive

mmodore
Sir Chas. Hotham, K.C.B.
Commr-in-Chief,)
&c &c &c

remarks tend to give different ideas derived from the very words which, the Master of the Vessel disclaims having given any colour to. Lieut. Swinburn admits his having his sword drawn, but having lost the scabbard overboard in boarding, he states that he explained this circumstance, and apologised for appearing in the Cabin with the naked blade. He admits having encouraged his men in pulling alongside by words similar in effect, to those stated.

Lieut. Swinburn declares, that it was at the *request* of the Master of the "Madonna" himself, that he went round her decks, and that his remarks relative to her suspicious appearance were made as of a thing that *had* been, and he

does

does not recollect, though he doesnt disown, having made any remarks upon the Prisoners.

Lieut. Swinburn further declares that he explained the reason of his not having his Commission with him, which was, that having gone to bed, preparatory to keeping the middle watch, he was sent away in the first watch, and in the hurry had forgotten to bring it with him; and he also declares, that these explanations were received with an apparently friendly disposition, and that he had no idea of the matter ever being reported.

My reasons for not having reported these circumstances, were, their being entirely unknown to me until the moment of my receiving your letter; and the denial I have

of)

of vessels boarded, was all I thought necessary to forward.

The boarding Officers have my strict instructions, not to leave the Ship without their Commissions; and I have frequently cautioned them as to the necessity of temperate behaviour, and have also pointed out to them the instructions by which vessels under American Colours cannot be searched after producing their papers.

I have &c.
(Signed)
Fredk. B. Montresor,
Commander.

---

"Penelope," at Prince's Island,
2nd January, 1849.

Sir,

I have the honor to acknowledge the receipt of your letter, dated July 20th, 1848, and the copy of a complaint, preferred by Mr. Richard E. Lawlins, against the Lieutenant of Her Majesty's Sloop "Wanderer," who visited the American Merchant Ship "Madonna," on March 22nd, 1848.

It is impossible for me to defend the conduct of Lieut. Swinburn

Swinburn, the Officer in question;
he violated his instructions
in allowing the Crew, to leave
the body, and in a still
greater degree by sanctioning
their appearance on the deck
of the "Madonna" with their
Swords drawn.

Nor can I acquit the
Commander of the "Rattler",
it was his duty to have made
a full and complete report
of all the circumstances
connected with this case;

instead

instead of which, I remained
in ignorance of the fact which
until I received your
communication.

Seeing that Lieutenant
Swinburn tenders his
apology for appearing with
a naked blade, I entertain
hope that you will consider
that part of the charge
disposed of. Still, there is
more than sufficient to prove
the impropriety of the proceeding

[illegible]

and it becomes my duty
to express my regret that,
the officers of the "Wanderer",
should have so completely
mistaken the character of
their instructions.

In conclusion, I must
take occasion to offer you
my thanks for the agreeable
manner in which you have
chosen to bring this subject
to my notice; it is my
anxious desire to conduct

the

the service intrusted to me,
in the most friendly and
conciliatory style; and
you may depend that,
your representations of
occurrences which are almost
inseparable from our duty
here, will meet from me
the greatest attention, and be
followed by such measures
as may tend to prevent
their recurrence.

I

I have the honor to be,

Sir,

Your most obedient,

humble Servant,

Chas Hotham

Commodore and

Commander-in-Chief.

To,

Commodore W. C. Bolton,

Commanding the United States

Naval Forces on the

West Coast of Africa.

&c ——— &c ——— &c

(Despatch No 7)

U S Flag Ship Portsmouth
Mesurado Bay 16 Jany 47

Sir

I have the honor to forward to the Depart ment, copy of communication received from the Commander of H. B. M. Ship Favorite in relation to the Blockade established by Commodr Chas Hotham; this blockade I have directed to be respected by the vessels under my command agreeable to the Laws of Nations.

I have the honor to be
very Respect Your Obt Servant
Benj Cooper
Comdg U S Naval Forces
Coast of Africa

Hon J Y Mason
Sec of the Navy.

H M S Favorite
Mesurado Bay
February 7th 1849

Sir

I do myself the honor to inform you that in consequence of the continued violation of the Treaty concluded with the Chiefs of Gallinas by Captain Denman in 1841 for the suppression of the Slave Trade, Commodore Sir Charles Hotham has declared war with that Country, and has established a blockade, with a sufficient and effective force on the territory of Gallinas.

I request you will be pleased to give notice of this blockade of the coast extending from 11° 25 West to 11° 25 West of Greenwich

I have the honor to be
Sir
Your very Obt Servt
(Sgd) Alln Murray
Commander

Commodore Cooper
Commander in Chief of the
United States Squadron on the
West Coast of Africa.

Commr Cooper

7 Ja

[illegible]

Ackd 24 July 1849.

C M April 28 Ha

---

Copy

ng Cooper. Commander in Chief

Copy signed Chas Hotham Commodore & Commander in Chief

"Penelope" Cape Coast
January 21st 1849

Sir

I have the honor to lay before you the Copy of a letter from the Lieutenant Commanding Her Majesty's Steam Vessel "Blazer" as well as two reports from the officer who was intrusted with the duty of visiting the American "Bark Sea Mew" on the 28th October 1848 with a view of ascertaining her nationality. Until we should receive the report of the American Master and be enabled to compare the respective statements I feel that I would be premature to offer any opinion, but I extremely regret that the result of the visit should have been a collision and that the Quarter Boat of the "Sea Mew" should have been stove. Lieut. [illegible] omits to mention the measures which he subsequently took but I hope that he not only tendered every assistance but offered to give a Bill on her Britannic Majesty's Government for the amount of damage. Should this not have been the case I feel convinced that Her Majesty's Government will cheerfully satisfy any charge which the "Sea Mew" may fairly claim.

The cause

The cause of the disaster is clearly explained and it does not appear to have emanated from unseamanlike or improper conduct, but to have been one of those accidents incidental to our profession

I have the honor to be
Sir
Your most obedient
humble Servant
Sgd "Chas Hotham"
Commodore and
Commander in Chief"

Commodore Bolton
Commg the United States
Naval Force on the
West Coast of Africa
&c &c &c

Copy
Benj Cooper. Commander in Chief

Copy sign'd Chas Hotham Commander in Chief

H.M. Steam Vessel Blazer
Off Congo River 27th December

Sir

I have the honor to acquaint you that a barque hove in sight of the Blazer on the 26th Instant at 2 P.M. running to the Southward under all sail, upon which I immediately dispatched a Paddle Box boat in charge of the Second Master to cut her off, at the same time proceeded to weigh and make sail in this vessel, and ordered the steam to be got up with all dispatch. At three O'Clock the Paddle Box boat passed close ahead of the Barque and went round with the intention of boarding, but no notice was taken of him, seeing this I ran down on his beam and hailed him to heave to which he most reluctantly did, our cutter to board her was lowered, but accidentally swamped alongside, the Galley was then lowered and the Clerk in charge sent to board her; On his going along side he reports the Master of the Barque gave him no rope or anything to climb the side with, and said at first he had no papers, and asked by what Authority they were demanded. He afterwards produced a Register of February 1846 and on opening the same said there now

You are

you or otherwise to sail and the Clerk in charge not being satisfied with this suspicious conduct he informed the Master of the Barque that he was to remain in Company until the facts had been reported to me and that should the Barque leave her Anchorage he was to consider that was a permission to depart

I ordered the Barque then to be boarded by the Second Master who had come up in the Paddle Box boat to ascertain her legality and I beg to forward the statement of the proceedings of that officer together with the Clerk in charge and lastly to acquaint you that the conduct of the Master of the "Sea Mew" of Salem was most reprehensible and blameable as when the Cutter was swamped alongside the "Blazer" and she not being able to use her Engines in consequence I hailed him to ease off her after Yards to sheer out but he paid no attention nor tried to prevent a collision between the Blazer's Stern and his quarter which caused the staving in of our Dingy and the Quarter Boat

I have the honor to be
Sir
Your most Obedient
humble Servant
Sgd George H. C. Smith
Lieutenant Commanding

Commodore
Sir Chas Hotham K.C.B.
Commander in Chief

Copy

Mary Cooper. Commander in Chief

Copy of a copy sign'd Chas Hotham Commodore
Commander in Chief

Copy sign'd George F. C. Smith

H. M. S. [illegible]
Off the Congo River October 1st

Sir

According to your order I boarded the barque [illegible] of Salem and having requested to see the papers of the said vessel, the Master of which produced an American Register of February 1846 at the same time showing me the nature of the cargo by letting his hatches which proved to be as he had stated Logwood, Gum & Ivory.

After making courteous enquiries and offering to insert the particulars of my proceedings in his log which was not required by him I was fully convinced of the legality of the barque [illegible] of Salem.

I have the honor to be
Sir
Your most Obedient
humble Servant
sign'd W. S. Aldrich
Second Master

Lieutenant
G. F. C. Smith
Commanding H. M. S. V. [illegible]

Copy

Benj. Cooper. Commander in Chief

Copy of a copy sign. Chas Hotham, Commodore and Commander in Chief

Copy signed George H. C. Smith

H.M. Steam Vessel Blazer
Off Congo River 28th October 1848

Sir

Having by your request boarded the Brigantine in company with American colours I beg to say that her name is the "Pa. Hunt" of Bath and that from the manner in which the Master treated me when first going on board threatening and asking by what authority I demanded to see his papers which when produced he went to his Cabin where his deportment in throwing me a paper saying "that was the only paper he had" which on examining found to be a Register dated Feb. 1846. caused me to suspect his legality I therefore informed the Master that I would return and make my report to you and that should the "Blazer" dip her ensign he might consider that as a permission to part company.

I have the honor to be
Sir
Your most Obedient
humble servant
signed Benj. W. Heather
Clerk in Charge

Lieutenant

[illegible] Smith
Commanding [illegible] Brigade

U. S. Flag Ship [illegible]
Porto Praya [illegible]

Sir:

I have the honor to acknowledge the receipt of your communication dated Cape Mount January 31st 1849 together with the enclosures relative to the affair of the American Barque Sea Mew. As this has been the first intimation I have received the Master of the Barque in question not having reported the circumstance to me or to my predecessor in command as to my knowledge, I do not feel obligated to call into question the account rendered to you by the Officers of H. B. M. Steamer [illegible] but fully agree with you, that an opinion on the case without hearing the statement of the Master of the Sea Mew would be premature.

The Treaty and Stipulations existing between H. B. M. Government and the United States of America, on the subject of visitation to my mind is clear and explicit, and I would earnestly call your attention to the Article bearing on the subject in question.

My instructions from the department are imperative, nor am I allowed to justify any infringement of the existing Treaty and Stipulations. My orders to the Commanders of Vessels belonging to my Squadron are full and complete, they do not, nor have they the right of visitation to any Flag but our own; nor can we suffer the cruisers of any other nation, to visit search or unlawfully detain American vessels.

Of

It is my desire and hope to conduct the service intrusted to my command in perfect unanimity with that of your own, and it will always be my duty and pleasure to cooperate with you in all measures so far as my instructions will permit to further the great object we have in view, in maintaining a Squadron on this Coast.

You will be pleased to accept my thanks which I now offer you, for the courteous manner by which you have chosen to lay the subject before me.

Your communications I shall forward to my government for their action thereon.

I have the honor to be
Your most Obedient
humble Servant
Benj. Cooper,
Commanding the U.S. Naval
Forces West Coast of Africa

Commodore
Sir Chas Hotham
Commander in Chief of
H. B. M. Squadron Coast of Africa
&c &c &c

Respectfully referred to the Secy of State
Navy Dept
July 24. 1849

Dispatch No 8

Jan 1849.

Dispatch No 8

U S Flag Ship Portsmouth
Porto Praya Harbor
May 11th 1849

Sir

I have the honor to report to the Department my return to this anchorage from a cruise on the Coast of Africa, having left there on the 23d of January last.

In obedience to the instructions from the Department left for my governance by my predecessor in command, I have been particular in visiting the American Negro Colonies, Monrovia, Sinou and Cape Palmas, from thence touching at the intermediate places never loosing sight of the Coast as far down as British Accra. From the latter named place I was compelled by the intense heat and dampness of the atmosphere, together with the almost insupportable state of the Ship from bilge water to put to sea for a change of climate, and I accordingly sailed for Princes Island, where after filling up with water, I sailed for this place touching at Monrovia. During this cruise but one suspicious sail was seen under American colors [illegible] of New Bedd. The Boarding Officer reported that her papers were regular and the evidence against her was not sufficient for her legal detention.

While at Monrovia January 20th Mr J J Roberts, President of the Liberian Republic applied for passage in one of the [illegible] Cape Mount and [illegible] for the slave [illegible] the Government [illegible] recommended in [illegible] arrangement [illegible] treaty [illegible] of natives and [illegible] the coast of the slave [illegible] in the [illegible] with [illegible] for [illegible] with

Commander [illegible] in his report [illegible] recommended to the Depart[illegible] report [illegible] that it is [illegible] that the [illegible] with a [illegible] for the [illegible] to [illegible] in the coast [illegible] limits [illegible] in the present condition. Commander [illegible] [illegible] with [illegible] Steamer or boat, [illegible] the troops and [illegible] with [illegible] the President was unable to conclude a treaty with the [illegible] at Cape Mount.

The destruction of the slave factory at [illegible] and the blockade of the Gallinas by the British squadron cleared the coast [illegible] of the traffic as far as I can learn to the Northward of Cape Palmas and if the efforts made for the suppression of the slave trade be entirely successful the traffic will [illegible] confined to the Bight of Benin, near

[illegible] and [illegible] recommend [illegible] the incessant cruising of our vessels for want of a depot of supplies nearer what practically [illegible] be the only place [illegible] within our limits for cruising.

I forward the report of Fleet Surgeon [illegible] in relation to the bilge water on board the ship. I have made the required examination and found the cause did not lie in the place mentioned in his report. I coincide with him in the opinion of the danger that might result from her cruising on the coast during the rainy seasons. I understand that during the Portsmouth's cruise in the Pacific she suffered badly from the same cause.

Commanders Gordon and Slaughter in their reports of their cruise among the Cape Verd Islands state that everything is quiet and that no further interruption to American commerce has occurred since the affair of the brig "Flum". At my request Commander Slaughter obtained a list of American vessels, their tonnage &c. trading at the Islands Sal and "Bonavista" which I forward to the Department.

I have the honor to lay before the Department copies of communications received from Commodore Sir Chas Hotham together with my reply in relation to the boarding of the American Barque "[illegible]". As I could not justify nor at the same time from my ignorance as to the true state of the case call into question the account rendered him of the affair I deemed it but necessary to call his attention to the Treaty and stipulation

[illegible]

I have the honor to be
Very respectfully Your Obt Servt

Benj. Cooper
Comdg [illegible] Squadron
West Coast of Africa

Hon. [illegible] Mason
Secretary of the Navy

C. 15 July 21. [illegible]

Ackd July 24, 1849.

[illegible] Cooper
[illegible] Comdg [illegible]

---

Benj. Cooper Commander in Chief

[illegible] Ship [illegible]
Monrovia [illegible]

I would suggest the propriety of having [illegible] apprehension, that unless [illegible] and sickly season on that intermittent [illegible] require the [illegible] disease.

Moreover I report that to keep the ships on the coast under the above mentioned circumstances would be greatly to jeopardize the health of the Officers and men.

I am very respectfully
Your Obt Servant
Signd W. Johnson
Fleet Surgeon

Commander Benj. Cooper
Commg U.S. Naval Forces
West Coast of Africa

Comm. Cooper

Referred to the Bureau
of Med. & Surg.
Navy Dept
Aug 23. 1849.

Copy of Report of Fleet Surgeon
Wm. [illegible] in relation to
[illegible] [illegible] on board the U.
S. Ship Portsmouth March 27th '49

# Mappa dos Navios pertencentes aos Estados Unidos d'America, entrados neste Porto da Ilha da [illegible] nos annos abaixo designados

| Annos | Mez | Dia | Qualidade dos navios | Nomes | Procedencias | Toneladas | Valor de carga em importação | Valor dos generos em exportação | Observações |
|---|---|---|---|---|---|---|---|---|---|
| 4 | Janeiro | 3 | Brigue Escuna | Condor | Boston | 99 | 2.234$000 | 303$000 | Observações geraes que estes Navios [illegible] [illegible] Tabaco, Farinha, Sabão, [illegible], Bolacha, [illegible] e [illegible] exportão [illegible] Couros, [illegible] |
|  | " | 3 | Escuna | Francis Anne | New York | 181 | 313$000 | "-" |  |
|  | Abril | 22 | Patacho | Ohio | Salem | 132 | 313$000 | 179$000 |  |
|  | Junho | 11 | Barca | Emigrant | Bissau | 152 | 73$000 | 118$000 |  |
|  | Julho | 23 | Brigue | Pauline | Villa da Praia | 146 | 1.172$000 | 355$000 |  |
|  | Agosto | 11 | Escuna | Corte | New London | 52 | "-" | "-" |  |
|  | " | 20 | Galera | Shakespeare | Boston | 747 | "-" | 9$000 |  |
|  | " | 30 | Escuna | Bolivar | New London | 113 | "-" | 34$000 |  |
|  | Setembro | 3 | Ditta | Francis Anne | New York | 181 | 1.334$000 | "-" |  |
|  | " | 11 | Patacho | Ohio | Salem | 132 | 392$000 | "-" |  |
|  | " | 21 | Ditto | Defiance | Idem | 111 | 130$000 | "-" |  |
|  | " | 23 | Brigue | Plymouth | Port Jenkins | 175 | "-" | "-" |  |
|  | Novembro | 19 | Patacho | Ohio | Gambia | 132 | 134$000 | 7$000 |  |
|  | " | 23 | Brigue | Pauline | Baltimore | 231 | 329$000 | "-" |  |
|  | Dezembro | 20 | Patacho | Pauline | Boston | 149 | 2.340$000 | 334$000 |  |
| 5 | Março | 3 | Ditto | Ditto | Gambia | 149 | 140$000 | 972$000 |  |
|  | " | 21 | Ditto | Ohio | Salem | 132 | 272$000 | 310$000 |  |
|  | Junho | 21 | Barca | Rozina | New York | 295 | 1.493$000 | 30$000 |  |
|  | Julho | 3 | Brigue | Olinda | Salem | 179 | 433$000 | "-" |  |
|  | " | 13 | Patacho | Pauline | Boston | 149 | 333$000 | 10$000 |  |
|  | " | 30 | Escuna | Leader | New Haven | 125 | 14$000 | 44$000 |  |
|  | Agosto | 3 | Galera | Rebecca Sims | New Bedford | 400 | 39$000 | "-" |  |
|  | " | 11 | Escuna | Emma | New London | 155 | 1$000 | 32$000 |  |
|  | Setembro | 11 | Galera | Edward | New Bedford | 339 | 33$000 | 1$000 |  |
|  | " | 13 | Barca | Solomon | Fall River | 355 | 49$000 | "-" |  |
|  | Outubro | 4 | Patacho | Ohio | Salem | 132 | 2.129$000 | 34$000 |  |
| 6 | Agosto | 27 | Ditto | Pauline | Boston | 149 | 1.319$000 | 103$000 |  |
| 7 | Março | 23 | Ditto | Jane | Goree | 149 | 24$000 | 39$000 |  |
|  | Junho | 7 | Ditto | Ocean | Cork | 135 | "-" | 37$000 |  |
|  | Agosto | 3 | Brigue | Deposit | Boston | 125 | 300$000 | 1.731$000 |  |
|  | Setembro | 20 | Ditto | Alfred Harmon | New York | 217 | 947$000 | "-" |  |
|  | Dezembro | 2 | Ditto | America | Boston | 175 | 332$000 | "-" |  |
|  | " | 7 | Patacho | Solomon | Salem | 155 | 495$000 | 47$000 |  |
|  | " | 11 | Galera | Palladium | New London | 345 | 24$000 | "-" |  |
| 848 | Fevr.º | 14 | Brigue | Crimea | Salem | 155 | 304$000 | "-" |  |
| " | Março | 24 | Patacho | Pauline | Boston | 149 | 93$000 | 43$000 |  |
| " | Abril | 23 | Brigue | America | Jam | 175 | "-" | 133$000 |  |
| " | Maio | 3 | Barca | Andrew | New York | 237 | 333$000 | "-" |  |
| " | Julho | 3 | Ditto | Coates | Boston | 323 | 2.403$000 | 30$000 |  |
| " | Setembro | 25 | Galera | Peter Parker | Norfolk | 255 | 330$000 | 130$000 |  |
| " | Outubro | 11 | Patacho | Jane | Salem | 113 | 1.413$000 | 1.737$000 |  |

## Rezumo

| Annos | Navios | Toneladas | Valor de carga que importarão | Valor dos generos que exportarão | Observações |
|---|---|---|---|---|---|
| 1844 | 13 | 2.514 | 10.343$000 | 2.181$000 | [illegible] |
| 1845 | 11 | 2.555 | 5.750$000 | 1.353$000 | [illegible] |
| 1846 | 1 | 149 | 1.319$000 | 103$000 | [illegible] |
| 1847 | 7 | 1.257 | 2.592$000 | 1.934$000 | [illegible] |
| 1848 | 7 | 1.400 | 5.341$000 | 2.341$000 |  |
| " | 40 | 2.095 | 5.305$000 | 2.225$900 | [illegible] 1844 1845 1847 1848 |

Benj. Cooper

Feito pelo Director da Alfandega desta Ilha, em 7 de Fevereiro de 1849.

José Pereira Machado

[illegible] Geral [illegible]

# Alfandega da Ilha do Sal.

## Mappa dos Navios pertencentes aos Estados Unidos d'America entrados no Porto desta Ilha nos 5 annos abaixo designados.

| Datas |  |  | Qualidade dos Navios | Nomes | Procedencia | Toneladas | Valor total da carga |  |
|---|---|---|---|---|---|---|---|---|
| Anno | Mez | Dia |  |  |  |  | Importados | Exportados |
| 1844 | Fevereiro | 3 | Brigue | [illegible] | Rio Grande | 192 |  | 927$200 |
|  |  |  | Escuna | [illegible] | New York | 185 | 115$500 | $ |
|  | Abril | 12 | G. Escuna | [illegible] | Gibraltar | 115 | $ | 233$200 |
|  | Agosto | 1[illegible] | Barca | [illegible] | Boston | 201 | 317$100 | 384$000 |
|  |  | [illegible] | Barca | [illegible] | [illegible] | 313 | 315$200 | 662$200 |
|  | Outubro | 11 | Escuna | [illegible] | Ilha das [illegible] | 115 | $ | $ |
|  |  | 13 | Patacho | [illegible] | Cor[illegible] | [illegible] | $ | [illegible]50$000 |
|  | " | 22 | Dito | [illegible] | Salem | 150 | $ | $ |
|  | " | 2[illegible] | Barca | [illegible] | Hamburgo | 15[illegible] | 2222$000 | 432$000 |
|  |  | " | Dito | [illegible] | Ilha da [illegible] | 219 | $ | 327$200 |
|  | Novembro | 7 | Dito | [illegible] | Boston | 192 | 211$000 | 241$000 |
|  |  | 15 | Dito | [illegible] | " | 137 | $ | $ |
|  |  | 23 | Galera (A) | [illegible] | [illegible] | 22[illegible] | $ | 231$200 |
|  |  | 27 | Barca | [illegible] | Ilha da Madeira | 231 | 77$200 | 143$200 |
|  | Dezembro | 1 | Dita | [illegible] | Buenos Ayres | 223 | $ | 317$200 |
|  | " | 11 | Patacho | [illegible] | Boston | 119 | 277$000 | $ |
|  | " | 21 | G. Escuna B | [illegible] | Nova Orleans | 91 | 31$000 | $ |
| 1845 | Fevereiro | 14 | Barca | [illegible] | Rio Grande | 193 | $ | 505$000 |
|  | Março | 22 | Patacho | [illegible] | Salem | 15[illegible] | 121$100 | 71$000 |
|  | Maio | 10 | Barca | [illegible] | [illegible] | [illegible]13 | $ | 344$000 |
|  | Julho | 21 | Patacho | [illegible] | Boston | [illegible] | 112$200 | 131$100 |
|  | Outubro | 2 | Dito | [illegible] | Salem | 13[illegible] | 31$100 | $ |
|  |  | 9 | Dito | [illegible] | Ilha da Madeira | 113 | $ | 331$200 |
|  |  | " | Barca | [illegible] | Dito | 112 | $ | 379$200 |
|  | Novembro | 13 | Barca | [illegible] | New Bedford | 23[illegible] | 2$200 | 12$100 |
|  | Dezembro | 19 | Barca | [illegible] | Dito | 110 | $ | $ |
| 1846 | Janeiro | " | Escuna | [illegible] | Baltimore | 107 | $ | $ |
|  | Fevereiro | 3 | [illegible] | [illegible] | Cor[illegible] | [illegible] | 1511$200 | 1$000 |
|  |  | 3 | Dita | [illegible] | [illegible] | [illegible] | 317$200 | 379$200 |
|  |  | 22 | Barca | [illegible] | Gibraltar | [illegible] | $ | 191$200 |
|  | Maio | 23 | Dita | [illegible] | [illegible] | [illegible] | $ | 307$200 |
|  | Junho | 12 | Dita | [illegible] | Natal | [illegible] | 59$200 | 12[illegible]$200 |
|  | Julho | 16 | Barca | [illegible] | Ilha da Madeira | [illegible] | $ | 121$200 |
|  | Agosto | 19 | Escuna | [illegible] | Boston | 107 | 2455$000 | 77$200 |
|  | Setembro | 2 | Barca | [illegible] | [illegible] | [illegible] | 2$900 | 131$200 |
|  |  | 21 | Patacho | [illegible] | Dito | [illegible] | 1325$200 | $ |
|  |  | 2[illegible] | Barca | [illegible] | Ilha da [illegible] | [illegible] | 177$200 | $ |
| 1847 | Janeiro | 13 | Dita | [illegible] | [illegible] | [illegible] | 35$000 | 323$200 |
|  | Março | 19 | Dita | [illegible] | Baltimore | 291 | $ | 494$200 |
|  | Abril | 21 | Galera | [illegible] | Gibraltar | [illegible] | 111$000 | 317$200 |
|  | Maio | [illegible] | Escuna | [illegible] | [illegible] | [illegible] | 9$000 | $ |
|  |  | 22 | Barca | [illegible] | [illegible] | [illegible] | $ | 177$200 |
|  | Julho | 1[illegible] | Barca | [illegible] | [illegible] | [illegible] | 2177$000 | 311$200 |
|  |  | 11 | Barca | [illegible] | Baltimore | [illegible] | $ | 109$200 |
|  |  | 31 | Barca | [illegible] | [illegible] | [illegible] | $ | 323$200 |
|  | Agosto | 1 | Galera | [illegible] | Dito | [illegible] | [illegible]$000 | 1910$000 |
|  |  | 20 | Barca | [illegible] | Dito | [illegible] | 497$200 | 95$000 |
|  |  | 21 | Barca | [illegible] | Dito | [illegible] | 2537$200 | 191$000 |
|  | Setembro | 1 | Dita | [illegible] | New York | [illegible] | 165$700 | 131$200 |
|  |  | 1 | Dita | [illegible] | Plymouth | [illegible] | 491$000 | 116$200 |
|  | Outubro | 3 | G. Escuna | [illegible] | New York | [illegible] | 31$000 | $ |
|  |  | 1[illegible] | Barca | [illegible] | Plymouth | [illegible] | [illegible]15$000 |  |
|  | Novembro | 9 | Dita | [illegible] | [illegible] | [illegible] | 15$200 | 117$200 |
|  |  | [illegible]3 | Barca | [illegible] | Boston | [illegible] | 121$000 | 51$500 |
|  | Dezembro | 11 | [illegible] | [illegible] | [illegible] | [illegible] | $ | $ |
|  |  | [illegible] | [illegible] | [illegible] | New Bedford | [illegible] | $ | $ |
| 1848 | Janeiro | 2 | Barca | [illegible] | Dito | [illegible] | $ | $ |
|  |  | [illegible] | Patacho | [illegible] | Cork | [illegible] | 193$200 | 33$100 |
|  | Fevereiro | 11 | Barca | [illegible] | Boston | [illegible] | 132$100 | 376$200 |
|  |  | 12 | Patacho | [illegible] | [illegible] | [illegible] | $ | 335$000 |
|  |  | [illegible] | Brigue | [illegible] | Dito | [illegible] | $ | 213$200 |
|  |  | 22 | Barca | [illegible] | Salem | [illegible] | 115$100 | 322$200 |
|  | Março | 27 | Barca | [illegible] | [illegible] | [illegible] | $ | 312$200 |
|  | Abril | 21 | Barca | [illegible] | Boston | [illegible] | 5$200 | $ |
|  | Maio | 1 | Dito | [illegible] | [illegible] | [illegible] | $ | 379$200 |
|  |  | 11 | Barca | [illegible] | New York | [illegible] | [illegible]31$200 | 112$200 |
|  |  | 12 | Patacho | [illegible] | [illegible] | [illegible] | [illegible]7$000 | 322$200 |
|  | Julho | 3 | Barca | [illegible] | Boston | [illegible] | 1125$600 | $ |
|  |  | 3 | Dita | [illegible] | [illegible] | [illegible] | $ | $ |
|  |  | 12 | Barca | [illegible] | Cork | [illegible] | $ | $ |
|  |  | 22 | Dito | [illegible] | New York | [illegible] | 1224$100 | [illegible] |
|  | Agosto | 30 | Dito | [illegible] | [illegible] | [illegible] | $ | 111$100 |
|  | Setembro | 7 | Dito | [illegible] | [illegible] | [illegible] | $ | 511$000 |
|  |  | 31 | Galera | [illegible] | [illegible] | [illegible] | $ | 331$000 |
|  |  |  |  |  | Somma | [illegible] | 22:715$200 | 22:316$200 |

Observações

(A) [illegible]

(B) [illegible]

Notta

[illegible] Barca [illegible] Patacho [illegible] Escuna [illegible] Dita [illegible]

[illegible]

## Resumo.

| Annos | Navios | Toneladas | Valor total da carga |  | Observações |
|---|---|---|---|---|---|
|  |  |  | Importado | Exportado |  |
| [illegible] | 17 | [illegible] | 1:922$200 | 1:322$200 | [illegible] |
| 1845 | 9 | 1:35[illegible] | 291$700 | 2:193$200 | [illegible] |
| [illegible] | 16 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 14 | [illegible] | 1:5[illegible]$200 | [illegible] | [illegible] |
| [illegible] | 15 | [illegible]02 | 4:35[illegible]$200 | 1:113$[illegible] |  |

Feito pelo Sub Director d'esta Alfandega em [illegible] de Fevereiro de 1849.

Pedro José Pinto.

[illegible]

[illegible]

U. S. [illegible]
Porto Praya, [illegible]
May 4th 18[illegible]

Sir

I have the honor to acknowledge the receipt of your communication dated the [illegible] May 21st 18[illegible] [illegible] a copy of the letter of the Hon. J. P. [illegible] together with your reply, also of the same date to [illegible] [illegible] together with a copy of his accompanying letter to [illegible] [illegible] in Boston.

In reply to you [illegible] most [illegible] as to the practicability of a survey of the [illegible] [illegible] by the [illegible] of the [illegible] [illegible] I am of the [illegible] [illegible] that a [illegible] survey could not be made without [illegible] greatly with the [illegible] of duties on which we are engaged. [illegible] [illegible] [illegible] that the [illegible] [illegible] in surveying this coast, [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Your instructions in relation to the late [illegible] [illegible] [illegible] [illegible] by the Portuguese authorities at the [illegible] [illegible] [illegible] [illegible] in [illegible] [illegible] I have [illegible] anticipated. I had the honor to transmit to the department the Register and other papers delivered up to the [illegible] and since that time I have taken no further steps in the matter, except to keep a vessel occasionally cruising among the Cape de Verds.

[illegible]

[illegible] by the appropriation of Congress [illegible]

[illegible]

Very respectfully
Your Obt Servant

[illegible] U.S. Squadron
[illegible] Coast of Africa

Hon [illegible]
Secretary of the Navy

Com. Cooper.

No

4 May

Ackd 24 July 1849

C 26 July 21. Na

4

U S Flag Ship Portsmouth
Porto Praya Harbor [illegible] 4 1849

Sir

Transmitted herewith, is the returns of punishments for the months of January, February March & April, on board the U S Ship Portsmouth, together with a list of Officers.

I have the honor to be
Very respectfully your
Obedient Servant
Benj Cooper
Comm African Squadron

Hon J Y Mason
Secretary of the Navy

Cooper May 4

U.S. Flag Ship Portsmouth
Porto Praya [illegible]
May 2d 1847

Sir

I transmit herewith to the [illegible] of Commander [illegible] of the U.S. [illegible] with the returns of enlistments, desertions, punishments, and list of Officers.

I have the honor to be
very respectfully Your
Obedient Servant
Benj Cooper
Commanding the U.S.
Naval Forces on the
West Coast of Africa

Hon. J. Y. Mason
Secretary of the Navy

C 14 July 21. W

Cooper May 4

[illegible] 10

U.S. [illegible]
[illegible] 10th [illegible]

Sir

I have the honor to inform the Department that [illegible] of the [illegible] to the [illegible] at [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] as it was then the [illegible] of the [illegible], and has ever increased and continued [illegible], as also the [illegible] of its [illegible] [illegible] that [illegible] [illegible] at the [illegible] during the sickly season.

The [illegible] will attend to the duties of the Squadron, during the absence of the [illegible].

I have the honor to be
very respectfully Your
Obedient Servant
Benj. Cooper.
Com. of U.S. Naval Forces on
the Coast of Africa

Hon. J. Y. Mason
Secretary of the Navy

Ansd 24 July 1849.

6. July 11. Ha

Despatch No 11

U. S. Flag Ship [illegible]
Port [illegible]
[illegible]

Sir

I have the honor to transmit to the Department a report on a survey [illegible] and a report of a survey held on the [illegible] of the U. S. Ship [illegible] at that port, together with my orders to the Commander of the said Ship in relation to the necessary steps to be taken agreeably to the recommendation of the surveying officers

After much deliberation on the subject I concluded to send the Ship to Cadiz Spain it being the nearest port where materials could be obtained and other conveniences requisite to accomplish the desired object.

As there is no probability of the Ship being detained over one month from the Station I presume the steps I have taken will meet with the approval of the Department. At the same time convinced that I have acted most advisable and for the best interest of the service under the circumstances

I have the honor to be
Very respect'y Your Most
Obt Servt.
F. H. Gregory
Comg U. S. Squadron
West Coast of Africa

To
The Hon.
The Secretary of the Navy

Copy

U.S. Ship [illegible]
[illegible]
[illegible]

Sir

Since my arrival at this port I have had a thorough survey of this Ship made and find the mast much shattered and weakened, and its bands loose. This condition connected with the decayed state it was in when it was surveyed in January last at Bathurst induces me to request you to order another survey on it, as I am apprehensive it is unfit to be used for any length of time. If it should become so shattered as to make it unsafe, you will proceed to any port either in the United States or elsewhere for a new one.

I have the honor to be
Very respectfully
Your Obt. Servant
sgd John [illegible]
Commander U.S.N.

Commodore
[illegible] Conover
Commanding U.S. Naval Forces

Copy

U.S. Flag Ship [illegible]
Cruizing off [illegible]
[illegible] 16th 1844

Gentlemen

You are hereby directed to hold a strict and careful survey upon the rudder of the U.S. Ship Yorktown and you will report to me in writing its condition, and also whether in your opinion the decay of the rudder as represented in the accompanying report renders a [illegible] to replace the [illegible] [illegible] [illegible] the delay will [illegible] by affect the safety of the ship.

I am very respectfully
Your Obt Servt

M C Perry
Comdg African Squadron

Lieut T. Carpenter
" G. Wells
[illegible] C. Pursell
Carptr [illegible] Gibson

---

Copy

U.S. Ship [illegible]
Off [illegible]
[illegible] 1844

Sir

In obedience to your order of the [illegible] inst we have made a strict and careful survey upon the rudder of the U.S. Ship Yorktown, and found the rudder post from the head to about five feet below [illegible] very much decayed and in our opinion the safety and [illegible] of the ship require that a new rudder should be obtained with as little delay as practicable.

We are very respectfully
Your Obt Servants
Lieut H. Carpenter
[illegible]
George Wells
[illegible]
[illegible] Gibson
[illegible]

Copy

U.S. Flag Ship [illegible]
Off [illegible] Madeira
[illegible] 20th [illegible]

Sir

I [illegible] [illegible] you [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] of your Ship and [illegible] [illegible] [illegible] [illegible] necessary for the [illegible] and according to the [illegible] that [illegible] [illegible] should be [illegible] at [illegible] [illegible] practicable. You are hereby directed to proceed to Cadiz [illegible] or [illegible] the nearest port where materials can be [illegible] and other [illegible] necessary to [illegible] [illegible] [illegible] accomplish the object above mentioned.

You are directed to remain no longer time at the Port of Cadiz than is absolutely necessary to refit your Ship. Your own judgment of course will be your guide as to the necessary steps for the best attainment of the desired object.

On being ready for sea you will sail immediately for Madeira where you will find orders for your return [illegible].

I am very respectfully
Your Obt Servt

Comdg U.S. Squadron
West Coast of Africa

Commander
[illegible]
Comdg Ship Yorktown

[illegible]
[illegible]
[illegible]

See Report dated 6 Aug

Ackd 13 Aug '49

C 39 Augt.

U S Flag Ship Portsmouth
Off Funchal Madeira
June 20th 1849

ir

I have the honor to transmit to the Department y acting appointment of Lieutenant H Darcantel Lieutenant Commanding of the U S Ship Portsmouth

I have the honor to be
Your Obt Servt
Benj Cooper
Comg U S Squadron
West Coast of Africa

on Secretary of the Navy

Duplicate

U.S. Flag Ship Portsmouth
Off [illegible]
June 20th 1847

Sir

You are hereby appointed Lieutenant Commanding with rank from Dec 12th 1847 in consideration of having performed the duties of [illegible] from that date.

I am very respectfully
Your Obt Servt
Wm Cooke
Comdg [illegible] Squadron

To
Lieut
T. Barandee
U.S. Ship Portsmouth

[illegible]
[illegible]
[illegible]
[illegible] 20 [illegible]

See origina

Ans.^d 13. Aug^t. 181

C62 Aug 13. Ha

U. S. Flag Ship [illegible]
[illegible]
[illegible]

Sir

[illegible] to be [illegible] with [illegible] pay in consideration of [illegible] performed the [illegible] of the same from [illegible] date

[illegible] very respy
Your Obt Servant

Benj Cooper

Com[illegible] Squadron

To

Lieut H. [illegible]
U. S. Navy

Oct. a [illegible]
14 [illegible]
[illegible] 20 [illegible]

ansd. 13. Augt. 1849

C 38 Aug. Ha

Copies [illegible]
[illegible] 18[illegible]

Ackd 5 Sep

C 102 Sep 5. Navy

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Schedule

Copy of instructions to Commodore [illegible] dated Washington Dec 20th 18[illegible]

Schedule of Documents transferred to Commander E. Byrne, Actg Flag Officer, Senior Officer of the U.S. Squadron on the West Coast of Africa.

List of [illegible]

1 Copy of Circular orders &c issued by Commodore Benj Cooper

2 Copy of request order and report of survey on damaged bread, flour & dried apples at the U.S. N. S. H. Porto Praya

3 Copy of communications from Commodore Sir Chas Hotham Comm'g H.B.M. Squadron Coast of Africa, to Commodore Bolton with the reply of Commr Cooper in relation to assistance offered to H.B.M. [illegible] Ranger and the boarding of the American Ship Madonna.

4 Copy of orders and report of survey held on Sugar Whiskey Vinegar and Molasses at the U.S. N. Depot Porto Praya

5 Copy of communication from Commodore Chas Hotham Comm'g H.B.M. Squadron Coast of Africa to Commr Bolton, with the reply of Commr Cooper in relation to the boarding of the American Barque Sea Mew

6 Copy of letter from Hon J. R. Ingersoll, Hon J. Y. Mason and Commodore Benj Cooper relative to the survey of the Liberian Coast

7 Copies of communications from Commodore Sir Chas Hotham and Commander Murray relative to the blockade of the Gallinas

Circular Issued Dec 184[illegible]

[illegible] of the [illegible] of the [illegible]

[illegible]

You will insert the above in the order [illegible] and regulations for the better government of your ships.

Approved & signed by
Benj Cooper
Comdg U.S. Naval Forces
Coast of Africa

Circular Issued Dec 11 184[illegible]

U.S. S. [illegible]
Porto Praya

The following orders issued by Commodore [illegible] while in command of this Squadron will continue in force and you will be governed and guided by them till otherwise [illegible]ed

I am respect Your Obt. Servant
[illegible] Benj Cooper
Comdg U.S. Naval Forces Coast of Africa

Whilst on the Coast of Africa or at the Cape de Verd Islands the Officers or men are allowed to remain on shore if it can [illegible] be avoided after sunset, unless by special permission of the Senior Commanding Officer then present.

[illegible] the term "Sir" will be used by all persons in the Squadron

Squadron attached to the coast [illegible] conformably wit
an order issued by the Navy Department dated Aug 18th [illegible]

The vessels of the Squadron and their Masts, Spars
Yards are to be painted in conformity with the flag ship

The Store Keeper is to be assisted by any vessel [illegible]
when so required, subject however to the judgment of [illegible]
Commanding Officer then present, and [illegible] the regard to [illegible]
may be taken on board [illegible] to [illegible] [illegible]
or otherwise arrange the Store house.

On the arrival at this Port of any vessel belonging
to the Squadron under my command the Command[illegible]
is directed to ascertain from the Store Keeper of the Store
and Landing Bridge erected for the convenience of getting [illegible]
[illegible] and [illegible] are in a proper condition for use, if [illegible]
[illegible] not [illegible] will have them put in such condition
and upon leaving the Port inspect them personally.

General Order

In future the pay of the Firemen employed in the
vessels of the Squadron under my Command will be
as follows viz;
Head Fireman twelve dollars, Second cl
Fireman ten dollars Fireman eight dollars.
U.S. Flag Ship Portsmouth
Monrovia Roads March 29th 1849

(sgd) Benj Cooper
Commanding Afric
Squadron

U.S. Naval Store House
Porto Praya St Jago Cape de Verds
January 13. 1849

Sir

There is in Store a quantity of Bread Flour d Dried Apples landed here in a damaged condition, by the chartered Store Vessel Lucia Maria in pril 1848. I respectfully request a survey thereon.

I am, Sir
Respectfully
Your Obt Servt
Sgd. G. H. Morse
U.S.N.S.K.
Af. Squadron

Commo. Benj Cooper
Comg U.S. Naval Forces
West Coast of Africa

G. H. [illegible]
[illegible]

U. S. Flag Ship Portsmouth
Porto Praya Harbor
Jany 14

Gentlemen

The Naval Store Keeper at this Pl reports to me that there is in Store a quantity of Bread Flour and dried Apples in a damaged stat brought for the African Squadron by the charter vessel Lucia Maria. You will be pleased to h a care and strict survey on the said dried Apples Flour and Bread and report to me its condition and what disposition you would recommend be made of the said Articles to the best advantag the Government

I am very respectfully
Your Obdt Servt
Sgd Benj Cooper
Comdg U.S. Naval Forces
West Coast of Africa

To
Lieut B. M. Dove U. S. S. Portsmouth
" F. S. Haggerty " " Bainbridge
Purser John C Bradford " " Portsmouth

P. S. You will hold the survey on the 16th

---

U. S. Ship Portsmouth
Porto Praya January 17 1849

Sir

In obedience to your order of the 15th inst we spectfully report that we have held a strict and careful survey upon the Bread dried Apples and lour therein specified and found the same whol unfit for use. We would also state that we have made enquiries as to the best disposition to be made the condemned articles and are clearly of the opin that the interest of the Government will be best served by throwing the whole into the sea. The Bread d dried Apples are not only filled with vermin much decayed. The Flour is sour musty and fil with weevils. In some places it might bring some ing if sold at Auction, but the health Authorities ect to its use by the inhabitants and as in case of the full import duties will be required we are isfied that the best course is to throw it overboard ewise. The quantity of bread condemned is Sixty ve thousand pounds of dried Apples Three thou nd four hundred and forty pounds of Flour n thousand two hundred and seventy two pounds

Very Respectfully
Your Obdt Servants
Sgd B. M. Dove Lieut
F. S. Haggerty "
John C. Bradford Purser

The foregoing report of survey is approved and on the surveying Officers will see that their recommen ation is carried into effect.

Sgd Benj Cooper
Comdg U. S. Naval Forces
West Coast of Africa

Penelope [illegible]
[illegible] 27th [illegible]

Sir

I have the honor to [illegible] you that I have received an official letter from Commander [illegible] of the Sloop Penguin [illegible] particulars [illegible] taken [illegible] by the Officers and men [illegible] the [illegible] on the [illegible] west coast, and [illegible] in 1844 by the [illegible] of the Captain and Officers [illegible] U.S. Ship Congress I am glad to have an opportunity of expressing to yourself and the Officers [illegible] my thanks for the [illegible] which I [illegible] with the utmost sincerity and cordially

I have the honor to be
Sir
Your most obedient
humble Servant
Chas Hotham
Commodore & Commander
in Chief

Commodore Bolton
Commanding the U.S.
Naval Forces on the
West coast of Africa

Penelope at Princes
2nd January 1849

Sir

I have the honor to acknowledge the receipt of your letter dated July 20th 1849 and the copy of a complaint f... ... to ... Bolton preferred by ... Howard & Lawlins against the Lieut of H... ...ing the U.S. Senior Board Majesty's Sloop Wanderer who visited the American ... the West Coast of Africa merchant Ship Madonna on March 22nd 1848 ... &c &c

It is impossible for me to defend the conduct of ... consider the Officer in question to have violated his instruc... tions in allowing the crew to leave the boat and in a still greater degree by sanctioning their appearance on the deck of the Madonna with their swords drawn.

Nor can I acquit the Commander of the Wander... it was his duty to have made a full and complete inq... of all the circumstances connected with the case, ... of which ... remained in ignorance of the transaction ... until I received your communication.

Seeing that Lieut Swinburn tendered his apology ... for appearing with a naked blade I entertain hope ... you will consider that part of the charge disposed ... still there is more than sufficient to prove the improp... ety of the proceeding and it becomes my duty to expr... my regret that the Officers of the "Wander" should ... so completely mistaken the character of their instruction...

In conclusion I must take occasion to offer y... my thanks for the agreeable manner in which you ... custom to bring this subject to my notice it is my ... to conduct the service intrusted to me in the ... friendly and conciliatory style and you may depend ... that your representations of occurrences which are ... inseparable from our duty here, will meet from me the great... attention and be followed by such measures as may ... prevent their recurrence.

I have

---

I have the honor to be Sir
Your most Obt humble Servant
Chas Hotham
Commodore and Commr in Chief

H. M. S. Wanderer at Princes
1st January 1849

Sir

In reference to your letter of this days date desiring me to call upon the boarding Officer of H.M.S. "Wanderer" for a full and particular statement of the occurrences which took place on the occasion of visiting the U.S. Merchant Ship Madonna I beg leave to state that I have examined Lieut Swinburn thereon ... admits generally the statement of the Master of the American Ship Madonna, with modifications however though they do not tend to clear him in any ... very inconsiderate and imprudent conduct. Yet I conceive tend to give different ideas from ... very words which the Master of the vessel ... having given any order to Lieut Swinburn admits his having his sword drawn but having lost the scabbard ... board in boarding, he states that he explained this circumstance and apologized for appearing in the boat ... with the naked blade. He admits having encouraged his ... in pulling alongside by words similar in effect to those stated.

Lieut Swinburn declares that it was at the request ... the Master of the "Madonna" himself that he ...

found her decks and that the remarks relative to her s
present appearance were made as of a thing that had b
and he does not recollect though he does not know hav
made any remarks upon the Prisoners

Lieut Swinburn further declares that he explain
the reason of his not having his commission with h
which was that having gone to bed preparatory to
in the act in which he was sent away in the first
boat and in the hurry had forgotten to bring
him and he has declared that these explanations w
received with an apparently friendly disposition and
he had no idea of the matter being reported

My reasons for not having reported these circum
ces were they being entirely unknown to me until th
moment of my receiving your letter, and the usual
term of vessels boarded was all I thought necessary t
forward.

The boarding officers have my strict instructions
not to leave the ship without their commissions and
have frequently cautioned them as to the necessity of
temperate behaviour, and have also pointed out to th
instructions by which vessels under American colors
not be searched after producing their papers.

I have &c
sgd Fred B Montre
Commander

Commodore
Sir Chas Hotham K.C.B.
Commander in Chief
&c &c &c

---

U S Ship Portsmouth
Off Monrovia Feb 7th 1847

Sir

I have had the honor to receive your communica
ed of Dec 8 and Jan 24 addressed to my predecessor
Command Com C. Bolton acknowledging the assist
rendered by the U.S. Ship Jamestown and Brig Porpoise
H. B. M. Brig Ranger and also in relation to the board
of the American Ship Madonna by Lieut Swinburn
H. B. M. Wanderer.

These communications I have had the honor to
ward to the Hon. Secretary of the Navy

The Commanders of the Jamestown and Porpoise
formed but a pleasing duty in rendering the aid they
to the Ranger and I am happy to say in this they
reflected the sentiments of the Squadron and the
rit of our government at home. If anything could en
ance the gratification of Commanders Mercer and
don it was the worth and deserving of Comman
rland of the Ranger. From the representations made
by the Officers who witnessed his untiring zeal
and indomitable energy and perseverance under ci
mstances of great difficulty and almost hopeless
couragement I am satisfied he is an Officer of meri
it and that his example in misfortune has done
uch to atone for the accident or possibly the error which
used it.

To my own mind your communication relative
the Affair of the "Madonna" is highly satisfactory
d I am sure will be so considered by the U.S. Govern
t, as will also the exalted sentiments you have so
handsomely expressed. In these sentiments I cordially
cur, and am well assured that where such a spirit
vails, there can be little danger of unpleasant

consequences

consequences resulting from the imprudent action of w
meaning but injudicious Officers. This spirit it will b
no less my duty than my pleasure to cultivate.

I hope Sir to have the pleasure of meeting you
during our respective terms of duty on this station
in the mean time beg that you will accept the assuran
of regard with which

I have have the honor to be Sir,
Your most Obt Servant.
Sgd Benj Cooper
Commanding U.S. Naval Forc
West Coast of Africa

To
Commodore
Sir Chas Hotham K.C.B.
Commg H.B.M. Naval Forces
West Coast of Africa

Correspondence relative to [illegible]
Reports [illegible] [illegible]
part of the [illegible] cargo of [illegible], with the
[illegible] in order to
assistance [illegible] to [illegible]
[illegible], and the boarding of the
American Brig Madonna.

---

U. S. Flag Ship Portsmouth
Port Praya Harbor Jan 22 1849

Sir

You are directed on your return to Porto Praya
nd before leaving for Madeira to hold a strict and
ecial survey on the Whiskey Sugar and Molasses
ow in the Naval Store House at that port. You will
use the exact quantity of each to be marked on the
sks or Hogshead containing the Articles and you
ill direct the Naval Store keeper to furnish the said
ticles to the Purser as marked by the surveyors.

I am respt Your Obt Servt
Sgd Benj Cooper
Comdg U.S. Naval Forces
Coast of Africa

Commdr E. Byrne
U.S. Ship Decatur

U. S. Sloop of War Decatur
Porto Praya Roads
February 23d 1847

Gentlemen

You will hold a strict and careful survey on the Whiskey, Sugar ~~and~~ Molasses and Vinegar now in the Naval Store house in this Port. You will cause the exact quantity of each to be marked on the Cask or [illegible]

I am
Very Respectfully
Yr Obdt Servt
Ed. Byrne
Commander

To
Lieut Wm. H. Ball
Purser J. Geo. Harris
Pass'd Asst. Surgn. Wm. S. Bishop

---

U. S. S. Decatur
Porto Praya February 23 184

Sir

In obedience to the accompanying order we
ve held a strict and careful survey on the Whiskey
gar Molasses and Vinegar now in the Naval
house at this place

We find fifty two barrels of Whiskey marked
containing 2071 Galls actually containing 1704 Galls
five barrels of Sugar marked 2382 lbs containing 24
Nine barrels of Molasses marked to contain 386
ls actually containing 133 ½ Galls. Twenty barrels of
egar marked 456 Galls contained 324 ½ Galls.

We have caused all the barrels to be marked
th the exact amount of present contents.

As far as could be observed the deficiency
s occasioned by leakage & evaporation.

We are very respectfully
Your Obedt Servts
Wm. H. Ball Lt.
J. Geo. Harris Purser USN
Wm. S. Bishop
P. Asst. Surgn.

Edmund Byrne Esq
Comr U. S. S. Decatur

Penelope 'Cape Mount
January 31st 1849

Sir

I have the honor to lay before you the copy of a let
from the Lieutenant Commanding Her Majesty's
am Vessel 'Blazer' as well as the reports from the
cers who were intrusted with the duty of visiting the
rican Barque 'Sea Mew' on the 28th of October 1848.
h a view of ascertaining her nationality. Until we shou
ceive the report of the American Master and be ena
d to compare the respective statements, I feel that it
uld be premature to express any opinion but I extremely
et that the result of the visit should have been a
ster and that the Quarter Boat of the Sea Mew should
e been stove. Lieutenant Smith omits to mention the
asures which he subsequently took but I hope that he
only tendered every assistance, but offered to give a bill
her Britannic Majesty's Government for the amount
damage. Should this not have been the case I feel
vinced that Her Majesty's Government will cheerfully
sfy any charge which the 'Sea Mew' may fairly claim.

The cause of the disaster is clearly explained and it
s not appear to have originated from inadvertence
mproper conduct but to have been one of those acci
nts incidental to our profession.

I have the honor to be Sir
Your most Obedt humble Servant
Sgd Chas Hotham
Commre & Commr in Chief

mmr Bolton
ing the United States
val Forces on the
st Coast of Africa

H M Steam Vessel Blazer
Off Congo River 27 October

Sir

I have the honor to acquaint you that a barq
was in sight of the Blazer on the 28th instant at 2 P.M.
ing to the Northward under all sail upon which I imm
ly despatched a paddle box boat in charge of the
second Master to cut her off at the same time proceed
to weigh and make sail in this vessel and ordered the
Steam to be got up with all despatch. At three O'clock
the Paddle Box Boat passed close ahead of the Barque
and went round with the intention of boarding but no
notice was taken of him Seeing this I ran down on
beam and hailed him to heave to which he most re
tantly did our Cutter to board her was lowered but ac
dently swamped alongside the Gally was then lowered
and the Clerk in Charge sent to board her. On his go
alongside he reports, the Master of the Barque gave h
no rope or anything to climb the sides with and said
first he had no papers, and asked by what authority
they were demanded. He afterwards produced a Regis
February 1846 and on opening the same said "there
you are as wise as ever" and the Clerk in charge no
being satisfied with this suspicious conduct he in
formed the Master of the Barque that he was to rema
in company until the particulars were reported to
me and that should the Blazer dip her Ensign
was to consider that was a permission to depart.

I ordered the Barque then to be reboarded by the
Second Master who had come up in the Paddle Box
Boat to ascertain her legality and I beg to forward
the statement of the proceedings of that Officer togeth
with the Clerk in Charge And lastly to acquaint y
that the conduct of the Master of the Sea Mew of Sal

most reprehensible and blameable as when the cutter
swamped alongside the Blazer and she not being
to use her Engines in consequence I hailed him to
in her after yards to clear us but he paid no attention
tried to prevent a collision between the Blazer's Stem
his quarter which caused the staving of our dingy and
quarter boat

I have the honor to be Sir
Your most Obed' humble Servant
Sg. George F. C. Smith
Lieutenant Commanding

mmodore
Sir Chas Hotham K. C. B.
Commander in Chief

---

H. M. S. Blazer
Off the Congo River October 28 1848

ir

According to your orders I boarded the Barque
Mew of Salem and having requested to see the papers
the said vessel the Master of which produced an Amer
Register of February 1846, at the same time showing
the nature of the Cargo by lifting the hatches which
ared to be as he had stated: I offered him and
ry.

After making courteous enquiries and offering to
t the particulars of my proceedings in the log which
not required by him I was fully convinced of the
ity of the Barque Sea Mew of Salem

I have the honor to be Sir
Your most Obed' humble Servant
Sgd Wm. I. Aldrich
Second Master

tenant G. F. C. Smith
Lieut Commanding H.M.S.V. Blazer

H. M. S. V. Blazer
Off Congo River 23rd October

Sir

Being by your request boarded the Barque in

pany with American Colors I beg to say that her name

the "Sea Mew" of Boston, and that from the manner in

which the Master treated me when first going on board

[illegible] and when I asked by what authority he was an

to see his papers which when produced he went to his

cabin where the Department [illegible] throwing out a paper

saying that was the only paper he had which I on

being found to be a register dated July 1846 caused

to suspect its legality. I therefore informed the Master

that I would return and make my report to you and that

should the Blazer hoist her Ensign he might consider

that as a permission to part company.

I have the honor to be
Your most Obed. humble Serv.
sgd. Benj. P. Heather
Clerk in Charge

Lieutenant
G. C. Smith
Commanding H.M.S.V. Blazer

---

U.S. Flag Ship Portsmouth
Porto Praya Harbor
April 21st [illegible]

Sir

I have the honor to acknowledge the receipt of

communication dated Cape Mount Jany 21st [illegible]

with the enclosures relative to the affair of the

American Barque "Sea Mew" at this harbor the [illegible]

answer I have received the Master of the Barque in

not having reported the circumstance to me

to my predecessor in Command, to my knowledge

not feel justified to call into question the account

rendered to you by the Officer of H.B.M. Steamer "Blazer"

fully agree with you that an opinion on the case

out hearing the statement of the Master of the "Sea

would be premature.

The Treaty and Stipulations existing between

M. Government and the United States of America

the subject of visitation to my mind is clear and

plicit and I would earnestly call your attention to

Article bearing on the subject in question. My instr

tions from the Department are imperative nor am

lowed to justify an infringement of the existing

aty and Stipulations. My orders to the Comman

of vessels belonging to my Squadron are full and

plete they do not, nor have they the right of visitation

any Flag but our own nor can we suffer the cruizers

any other Nation to visit, search or unlawfully de

American vessels.

It is my desire and hope to conduct the service

trusted to my Command, in good fellowships with

t of your own and it will always be my duty

pleasure to coöperate with you in all measures

far as my instructions will permit to further the

great object we have in view in maintaining a Squ
on that Coast

You will be pleased to accept my thanks which
now offer you for the courteous manner by which you
have chosen to lay the subject before me

Your communication I shall forward to my
Government for their action thereon.

I have the honor to be, You
Most Obed humble Servan
Benj Cooper
Commanding the U.S. Na
Forces West Coast of Africa

Commodore
Sir Chas Hotham
Commander in Chief of
H. B. M. Squadron Coast of Africa

[illegible]

[illegible] [illegible]

4th Squadron - coast of Guinea to

[illegible] with the [illegible]

[illegible] forge, in relation to the

condition of the [illegible] have been,

House of Representatives
Jany 17th 1847

Sir:

At a recent meeting of the Pennsylvania Co
ization Society a resolution was adopted which
es it my duty to enquire of you whether it would not
practicable to have a survey made of the Liberian
ent by the Officers of the Navy on the Coast of Africa
e condition of that young Republic renders infor
tion respecting it, interesting to the World and es
cially to this Nation which is its Parent. The cons
ncy of a Squadron on the Coast would probably render
e object entirely practicable. A Survey, which with
t entering into the minutest details would give
thentic information and facilitate both now &
after the important ends which the Squadron is
signed to accomplish might it is presumed be
ected with no great difficulty

I beg leave to invite your attention to the subject

With great respect & consideration
Your Mo Obt servant
Sgd C. J. Ingersoll

Hon John Y. Mason
Secretary of the Navy.

Navy Department
January 26th 1849

Sir

I have the honor to acknowledge the receipt
ur letter of the 19th instant respecting a survey of
iberian Coast.

A copy of your communication will be sent
the Commander of the Squadron on the African
tion, and his opinion asked whether the service
ich is desired can be performed by the Officers of the
uadron without interfering with the general du
of the Ships of War on the Station. My own op
ion is, that with a Squadron as required by the
aty of Washington, of 80 guns, it cannot be done
thout seriously interfering with the important
ty of suppressing the Slave trade. One of the effects
the settlements made by the American Colonization
cieties, has been to put an end to the traffic within
ir limits. The operations of traders are carried on
other distant points on the Coast and the presence
our cruizers in their vicinity is indispensible.

Liberia claims now to be an independent Re
public, and while I could not recommend an increase
our naval Forces on the African Station I cannot
e now how those now there, could survey the Liberian
ast, without the neglect of the great and interesting
ds for which they are sent to that Station.

I am, Sir, very respectfully
Your Obedient Servant
Sgd. J. Y. Mason

n J. R. Ingersoll
House of Representatives

Navy Department
January 26th 1847

Sir

Transmitted herewith is a copy a letter fro the Hon. C. J. Ingersoll of the House of Representativ requesting the Department to have a survey made of the Liberian Coast by the Officers of the Navy on the Coa of Africa. ×

Be pleased to inform me if in your opinion the service which is desired can be performed by the Officers of the Squadron, without interfering with the general duties of the Ships of War on the Station.

I am very respectfully
Your Obed^t Serv^t
Sig^d J. Y. Mason

Commo. Benj^n Cooper
Comdg U.S. Squadron Coast of Africa

× a copy of my answer is also enclosed.

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Extract from a letter to the Secretary of
Navy dated Porto Praya May 11th 1847

"In reply to your request for my opinion as to the practicability of a survey of the Liberian Coast by the Officers of the Squadron under my Command I am the firm opinion that the desired survey could not made without interfering greatly with the interesting ties on which we are engaged. As to the utility of a urvey, I would mention that the Charts which use in navigating this Coast, both English and ich are as full and complete as could be desired."

Sig^d Benj Cooper
Comdg U.S. Squadron
West Coast of Africa

[illegible]

Penelope Gallinas
February 11th 1849

Sir

I have the honor to inform you that in sequence of the continued violation of the Treaty conuded with the Chiefs of Gallinas by Captain Denman 1840 for the Suppression of the Slave trade I have eared War with that Country and established a lockade with a sufficient and effective force between yman Point on the South and Cape on the North

I request you will be pleased to give public tice to American Citizens trading on the West ast of Africa.

Lat 6.57 N Long 11.35 W to
Lat 7.05 N Long 11.15 W

I have the honor to be Sir,
Your most obedient humble Servant
Sgd Chas Hotham
Commodore & Comm in Chief

ommodore Bolton
Commanding the U.S. Naval Forces
on the West Coast of Africa
&c &c &c

H. M. S. Favorite
Mesurado Bay February

Sir

I do myself the honor to inform you that in
sequence of the continued violation of the Treaty co
cluded with the Chiefs of the Gallinas by Captain
Denman in 1840 for the suppression of the Slave Tr
Commodore Sir Charles Hotham has declared wa
with that Country and has established a Block
with a sufficient and effective force on the territo
of the Gallinas.

I request you will be pleased to give no
tice of the blockade of the Coast extending fr
11°.35° west to 11°.45° west of Greenwich.

I have the honor to be Si
Your very Obt Servt
Sgd Alex Murray
Commander

Commodore Cooper
Commander in Chief of the U S Squadron
on the West Coast of Africa

Copy of instructions to Commodore C. W. Skinner, dated
Washington, Decem' 23rd 1844.

Sir

You have been appointed to the command of our naval forces on the coast of Africa. The Sloop of War Jamestown, Commander R. B. Cunningham has been designated as the Flag Ship for the Squadron, and upon the same being in all respects ready for sea you will hoist your broad pendant on her and proceed with all practicable dispatch to your destination.

Porto Praya in the Cape de Verde Islands is the established rendezvous of the Squadron, and it is the intention of the Department to keep at that point a regular and constant supply of all such provisions and stores as cannot with more economy be procured in the vicinity; a permanent Store Ship will be attached to the Squadron as soon as one can be prepared for the purpose.

The vessels composing the Squadron under your command are for the present, Sloop of war Jamestown, Commander R. B. Cunningham. Sloop of War Preble, Commander T. W. Freelon, Sloop of war Yorktown, Commander C. H. Bell. Brig Truxton Commander H. Bruce:

The duty of maintaining a Squadron on the coast of Africa is imposed on the Government of the U. States, not only by motives of humanity and philanthropy, to prevent as far as lies within its power, the abuse of our Flag in the Slave Trade, but by Treaty stipulated with the Government of Great Britain, to keep at all times a force of Eighty Guns.

You are charged with the protection of American Commerce in that Quarter, and with the suppression of the Slave trade, so far as the same may be carried on by American citizens or under the American Flag.

The

[illegible] C. W. Skinner
Comd'g the US. Africa Squadron
instructions [illegible] the [illegible]

The commerce of the U States with the western coast of Africa is rapidly increasing, and becoming more and more valuable. Heretofore it has been conducted under disadvantages in consequence of the unprotected condition in which it has been left. You will attend to it with care and diligence with a view to ascertain its present condition and extent and its probable future course. The rights of our citizens engaged in lawful commerce are under the protection of our flag, and it is the chief purpose as well as the chief duty of our naval power to see that those rights are not improperly abridged or invaded. To what extent your interposition may be needed for this object it is impossible to judge. The Department relies with full confidence on your judgment and discretion so to distribute and employ the force under your command as best to secure the ends in view and to guard the rights and interest of the public. It would be impossible to give you specific instructions to embrace every supposable case. On arriving upon the coast your first object will be to make yourself acquainted with the great interests which are entrusted to your protection, and with this view you will communicate as far as you conveniently can, with the several accredited agents of our Government at [illegible] of Liberia and obtain all the information you can from sources on which you may venture to rely. Your operations will of course be governed in some degree by this information.

In regard to the other branch of your duties viz: the suppression of the Slave trade — the subjoined views embraced in the instructions to your predecessor are stated for your guidance.

The U States are sincerely desirous wholly to suppress this iniquitous traffic, and with that view have declared it to be piracy. They have by their Treaty with England come under specific stipulations for the object to which your particular attention is invited. A copy of [illegible] between the two parties in your possession, and you are required to [illegible] the execution of it. The object which the two Governments have in view and the ends to which they propose to accomplish it, will be at once perceived by the [illegible] terms of this article. [illegible] the importance of strictly executing this stipulation, and of leaving [illegible] the plighted faith of our country to [illegible] this point, [illegible] the following [illegible] may be found useful in enabling you to understand fully and preserve the views of your Government upon this delicate and interesting subject.

This Government does not acknowledge a *right* in any other nation to visit and detain the vessels of American citizens engaged in commerce. By the common consent of all civilized nations, vessels suspected of being pirates are by the laws of nations *liable* to be visited for the purpose of ascertaining their true character. Even in this case however, there must be *probable* cause, that is a reasonable ground of suspicion, and the visit must be made in good faith, and conducted with and limited to the sole purpose above mentioned. Any thing more done in the exercise of this privilege, beyond what its legitimate object requires, makes the visiting power a trespasser. It is also to be observed that the piracy of which we speak is piracy by the laws of nations, and not that which is made so by the municipal laws of any particular country. Of this latter character is the Slave trade, which is declared to be piracy by Act of Congress. The right therefore which by the common consent of nations exists in regard to vessels suspected of being engaged in piracy does not extend to those suspected of being concerned in the Slave trade, and as to them, there is no *right* of visitation or search, so far as American

Vessels

vessels be arrested except for an open violation of law, But the claim of the U States is that their trading vessels shall not be visited in any manner (except on suspicion of piracy) by the cruisers of other nations, unless it be known that the vessel visited is not American. No real difficulty, in fact, is encountered in the execution of this principle. The flag which the vessel wears is prima facie, although it is not conclusive proof of her nationality; it is a mere emblem and loses its true character when it is worn by those who have no right to wear it. Any vessel which displays the American flag claims to be American and therefore may be rightfully boarded and examined by an American cruiser, if there be any circumstances attending her to justify a suspicion that she is not what she professes to be. But this privilege does not extend to cruisers of any other nation, that is, it cannot be conceded to them as a right. The U States refuse to admit the claim, that the mere hoisting of their flag shall give immunity to those who have no right to wear it; such a protection would subject their flag to degradation, and dishonor, because it would make it a cover for piracy and other crimes of similar atrocity, but they do claim that their own citizens, who rightfully display it shall have ~~all~~ all the protection which it implies. Whenever therefore a cruiser of any other nation shall venture to board a vessel wearing the flag of the U States, she will do it upon her own responsibility for all the consequences. If the vessel so boarded shall prove to be American, the act will not be justified by her, but the injured party will be left to such redress, either in the tribunals of England, or by an appeal to his own country, as the nature of the case may require. If the vessel prove not to be American, the U States have no cause of complaint, notwithstanding she has worn their flag.

These principles are believed to be well understood and settled. Indeed the action of the Senate to which I have invited your attention, was meant to settle the question with a view of preventing all difficulty or disagreement on this point. The U States in stipulating to keep a squadron of not less than eighty guns on the coast of Africa, meant to give to England, and all the world an assurance of her determination and ability to protect her own flag against abuse, and thus remove all pretext for any interference with it by other nations. England accepted this stipulation as satisfactory so far as she was concerned, and thereby she has conceded, and I trust has no wish to invade the rights of the U States in that respect. I advert to this subject now only to put you in possession of the views of your own Government for your guidance in forming such arrangements as you may find it convenient to make, in cooperation with British cruisers. I should consider it highly desirable that a vessel of each nation should as far as possible cruise in company with a vessel of the other, so that each may be in a condition to assert the rights and prevent the abuse of the flag of its own country. In this way all just ground of difference or collision will be removed. Indeed this harmonious cooperation of the two powers will go so far to insure the full accomplishment of their common object, in the suppression of the Slave trade.

The cunning of the Slave trader is constantly framing new disguises to avoid detection and escape the consequences of his crime. To some of these devices it may be useful to call your attention.

It is not to be supposed that vessels destined for the Slave trade will exhibit any of the usual arrangements for that traffic. They take special care to put on the appearance of honest traders and to be armed prepared as if in pursuit of lawful commerce. It is

their

their [illegible] to [illegible] into [illegible] it [illegible] to [illegible]
[illegible] to [illegible] obtained [illegible]
[illegible] and [illegible]
[illegible] permitted to [illegible] them, and [illegible]
[illegible] trading [illegible]
[illegible] them [illegible] and [illegible]
[illegible] to [illegible] them [illegible] and [illegible]
[illegible] and [illegible], [illegible] the
[illegible] transactions [illegible]
[illegible] before they reach the coast and [illegible]
[illegible] with the [illegible]
[illegible] of [illegible] which [illegible]
[illegible] at the times [illegible]. Among them are
[illegible]. It is [illegible] that [illegible]
[illegible] and it [illegible]
[illegible] them. 2d An unusual
[illegible] tanks. A [illegible] of provisions beyond
what the ostensible voyage would demand. And other
[illegible] used in the trade in
[illegible] the [illegible] to be [illegible].
[illegible] found on [illegible] examined.
It is understood to be a common practice among slavers
to carry two [illegible], [illegible] representing the true [illegible], and
the other a [illegible], [illegible] exhibiting the [illegible]
[illegible] position which [illegible]
[illegible] to the [illegible] of slave trading; but [illegible]
[illegible] be easily detected by judicious [illegible].
[illegible] Africa [illegible]
[illegible]. [illegible] consequence of the large
[illegible], hardships and hazards of the slave trade, the
[illegible] of [illegible] engaged in it are [illegible] much higher
than are paid in any regular and lawful trade, and
[illegible] it [illegible] be inferred that a [illegible]
[illegible] and [illegible] destined

[illegible].
[illegible] certain [illegible] and [illegible]
[illegible]
[illegible].
[illegible]
to [illegible] the [illegible]
attention to [illegible]
with a [illegible] of the [illegible] of the [illegible]
[illegible]
[illegible] of [illegible] and [illegible]
[illegible] the [illegible]
[illegible] to [illegible] them. [illegible]
[illegible]
[illegible] to [illegible]
[illegible] little doubt that [illegible] and effectually
the requisite means of defeating [illegible] attempts.
[illegible] with [illegible] engaged
requires the greatest prudence and the soundest discretion.
It is to be [illegible] in mind that [illegible]
desire the suppression of the slave trade and desire to exert
their [illegible] for the accomplishment of that
object, they do not regard the success of their efforts [illegible]
paramount [illegible], [illegible] paramount duty. [illegible]
[illegible] prepared to sacrifice to it any of their [illegible]
[illegible] in [illegible] the [illegible]
of [illegible] to [illegible] interruptions in the [illegible]
in the prosecution of their [illegible] pursuits. [illegible]
is to be observed on this point. [illegible]
the flag of the United States [illegible] to [illegible]
traffic in slaves. And it is [illegible]
of the United States [illegible] that [illegible]
[illegible]
[illegible] to ascertain [illegible]. [illegible]
[illegible]

[illegible] not be subjected to unnecessary and vexatious detention, or to any act [illegible] [illegible], or [illegible] Am[illegible] [illegible] instructions, [illegible] [illegible] the utmost vigilance is [illegible] [illegible] to detect slave traders, and you are [illegible] [illegible] to intercept [illegible] [illegible] the [illegible], [illegible] [illegible] of [illegible] [illegible] of the [illegible] [illegible] [illegible] [illegible].

The risk to health from exposure on shore, and the dangers [illegible] attending a cruise upon the coast of Africa, make it [illegible] that [illegible] attention to [illegible], [illegible] to [illegible], and [illegible] [illegible] advisable to keep the vessels [illegible] as [illegible] at sea.

Caution and not a trifling advantage, is also [illegible] [illegible] [illegible] to [illegible] and [illegible] em-ployed, [illegible] in the [illegible] trade with the natives along the coast of [illegible] [illegible] and [illegible], and a warning that no outrage committed in the [illegible] [illegible] [illegible] will long remain undetected or unpunished.

The inducements for visiting the shore are [illegible] on that coast, than they are [illegible], and the [illegible] that would otherwise be prudent, warning officers against the [illegible] of incurring debts which they cannot liquidate are [illegible] imperative.

Your cruising ground will extend from the Madeira and Canary Islands on the north, to the Bight of Biafra on the south, and from the coast of Africa to the thirtieth degree of west longitude. If however it should be found necessary in prosecuting the objects of your cruise to go beyond these limits, you will not hesitate to do so. Your own personal character is a guarantee that no effort on your part will be omitted to preserve the discipline of the Service and the [illegible] of your force.

[illegible] [illegible] established [illegible] [illegible] [illegible] arrange-ment of the [illegible] [illegible] [illegible], [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Officers [illegible] [illegible] [illegible] [illegible] and [illegible] [illegible] [illegible] [illegible], to [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], [illegible] [illegible] of [illegible] [illegible] [illegible] [illegible] under such [illegible] [illegible] [illegible] [illegible] [illegible] in the [illegible] of [illegible] [illegible] [illegible] [illegible] to [illegible] [illegible] [illegible] [illegible].

You will [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Coast [illegible] and [illegible] at various [illegible] and [illegible] [illegible] [illegible], [illegible] [illegible] of a [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a cruise. Your communications to the Department should be [illegible] numbered and duplicates forwarded by the earliest opportunities to be found [illegible] [illegible] [illegible] [illegible] have been transmitted.

Before sailing you will cause a copy of the muster roll of the Officers and Crew of the vessels to be forwarded, and on the first of each [illegible] [illegible] [illegible] statements as required by the 29th article of the act of April 23d 1800.

I am very Respectfully Your
Obt Servant
Isaac Toucey

Commodore
[illegible] Inman
Comm'g U.S. Naval Forces
destined to the Coast of Africa

Copy of instructions to Commodore
[illegible] Navy Dept. Washington
Dec. 20th 18[illegible].
[illegible] by Phillip [illegible]

Copy of the Schedule containing a list of documents [illegible] [illegible] [illegible] [illegible] [illegible] to [illegible] Commander [illegible] U.S. Ship [illegible] Commander in Chief of the U.S. Squadron on the West Coast of Africa.

U.S. [illegible] Ship [illegible]
[illegible] Roads, Madeira
[illegible] 29th [illegible]

I hereby acknowledge the receipt of three packages of documents, directed to the Commander in Chief of the African Squadron.

Signed [illegible]
Comm.g [illegible] [illegible]

---

[illegible] to letters &c received on Coast of [illegible] from Commodore Bolton & [illegible] [illegible] [illegible] of the U.S. [illegible] on the West Coast of Africa [illegible] in Command.

[illegible] book containing instructions, Orders &c from the Secy. [illegible] and the [illegible] Commander [illegible] commanded the African Squadron.

Copies of letters, Documents &c [illegible] [illegible] [illegible] Read while commanding the African Squadron.

Package No 4

4 Copy of letter from Commo. Bolton to [illegible] [illegible] relative to [illegible] Read [illegible] [illegible], Aug 13th 1848

5 Copy of letter from Commander [illegible] to [illegible] relative to the inconvenience experienced in not being able to land [illegible] before [illegible] 3 p.m. [illegible] 1848

6 Extract from a letter addressed [illegible] [illegible] from Commo. Bolton, relative to consignments of [illegible] [illegible] 23rd 1848

7 Copy of the [illegible] of [illegible] [illegible] on damaged land from the [illegible] [illegible] [illegible]. Oct 10th 1848

8 Copy of letter from Commo. [illegible] to the [illegible] [illegible] of the [illegible], relative to damaged land, Oct 20th 1848

9 Copy of letter from Commo. Bolton to [illegible] [illegible] [illegible] June 20th 1848.

10 Copy of letter from [illegible] Bolton to [illegible] [illegible] [illegible] of the [illegible] of St. [illegible] [illegible] June 20th 1848

11 Copy of letter from Commo. Bolton to the Commander in Chief of H.B.M. Squadron [illegible] of Africa, relative to [illegible] [illegible] by the Master of the American [illegible] [illegible], and [illegible] Officers of [illegible] [illegible] the Squadron. June 20th 1848

12 Copy of letter from the [illegible] of the [illegible] to the Commander of the U.S. [illegible], containing a [illegible] [illegible] received from the [illegible] Officer of H.B.M. Squadron. [illegible] 16th 1848

13 Copy of letter from [illegible] [illegible] to Commander [illegible], relative to [illegible] received from [illegible] [illegible] [illegible]. Aug 1st 1848.

[illegible] Copy of letter from Commander [illegible] to Commo. [illegible] enclosing a letter of [illegible], relating to [illegible] [illegible] letter to the [illegible] of the [illegible].

18 Copy of letter from Commo. [illegible] to the Secretary of the Navy, [illegible] Commander.

19 Copy of letter from Commo. [illegible] to the Secretary of the Navy, transmitting copy of [illegible] of Lieut. Commander [illegible] [illegible].

" Copy of [illegible] of Lieut. Commander [illegible] against [illegible], order of Court [illegible].

" Copy of letter [illegible] to the [illegible] stating [illegible] reasons for [illegible] at [illegible].

" Copy of letter from [illegible] to the Secretary of the Navy relative to the [illegible] the [illegible] of the Officers [illegible] of the Officers [illegible]. Nov. 10th 1848.

20 Copy of letter from Commander [illegible] to the U.S. [illegible] 10th [illegible]

21 Copy of letter [illegible] U.S. Naval Storekeeper [illegible] to Commo. [illegible]. [illegible] 10th 1848.

22 Copy of letter from [illegible] U.S. Naval Storekeeper [illegible], relative to a Quantity of Flour shipped [illegible].

23 General Orders issued by Commo. [illegible].

24 Extract from a letter addressed to the Secretary of the Navy relative to [illegible] by Commo. [illegible] [illegible] 8th [illegible]

25 List of [illegible] at the [illegible] 10th 1848.

26 Copy of Commo. [illegible] order to Lieut. Commanding U.S. [illegible] Brig [illegible]. [illegible] 1848.

27 Copy of letter from Fleet Surgeon [illegible] [illegible] at [illegible] the American [illegible] to the [illegible]. Aug. 10th 1848.

Copy of letter from the [illegible] of the [illegible] to Commo. [illegible], relative to the [illegible] of [illegible].

Copy of instructions to [illegible] dated [illegible] 1848.

Package No. 2 [illegible] package No. 1.

Package No. 3 containing letters [illegible] from Commander [illegible] [illegible].

Copy of letter to the [illegible] relative to the [illegible] of the [illegible].

Letter of [illegible] to Commander [illegible] [illegible].

Copy of letter from Mr. [illegible] communicating the death of [illegible] and the sickness of Lieut. [illegible] and [illegible] with request [illegible] Officers to fill their places.

Copy of a letter from Mr. [illegible] informing that Commander [illegible] had refused [illegible] taking Japanese to the United States.

Copy of letter from Commander [illegible], relative to [illegible] and Master [illegible], [illegible] orders in writing for them to return to the United States.

Copy of letter to Mr. [illegible] of the conduct of the [illegible] Officers [illegible].

Copy of letter to the [illegible] and Commander [illegible] on the same subject as letter [illegible].

Copy of [illegible] to the Secretary of the Navy.

Copy of letter to Lieut. [illegible] to return to the United States.

Copy of Orders to [illegible].

Copy of letter to Master [illegible] permission to return to the United States.

Copy of a reply to the letter of [illegible]

Copy of letter to Commander [illegible] [illegible]
[illegible] to the [illegible] [illegible] Wate [illegible]
[illegible] Orders.

Copy of letter to the Secretary of the Navy, [illegible] to
Commander [illegible] [illegible] to [illegible] received
the [illegible] of the [illegible] on a [illegible].

Copy of the [illegible] orders of the Secretary, Dec. 23 [illegible]
" " " Copy of [illegible]
" " " " " " " Elliot, Wm. [illegible]
" " " " " " " " Stat. [illegible]

[illegible] relative to the [illegible] of the [illegible]
[illegible] at the [illegible] at the [illegible]
[illegible] in [illegible].

No. 1 Copy of letter from Commander [illegible] to Commander Ander[illegible], Dec. 6th 1[illegible]
" 2 " " " " " Armstrong to " " " [illegible] " 22
" 3 " " " " " Ringgold Nov. 14th 1848
" 4 " " " " " Armstrong to the Act. Commr. [illegible] Dec. 20
" 5 " " Orders to " [illegible] Commr. Armstrong.
" 6 " " " from Commander [illegible] Jan. 12th 1849.

Enclosure No. 5.

Letter from the Hon. the Secretary of the Navy to Commr. [illegible] [illegible], Aug. 31st 1848.

Letter from the Act. Secretary of the Navy to Commander [illegible] [illegible] of letters, Aug. 31st 1848.

Letter from the Act. Secretary of the Navy to Commr. [illegible] [illegible] list of Officers, Sept. 2d 1848.

Letter from the Hon. the Secretary of the Navy to Commr. [illegible] [illegible] Feb. 2d 1849

[illegible] to Commander [illegible] Feb. 17th 1849

" 1 Copy of letter from Commo. [illegible] to Commander Armstro[illegible]
" 2 " " " " " " " " [illegible]
" 3 " " " " Commr. Armstrong to Commo. [illegible]
" 4 Letter of Commr. Armstrong to Commo. [illegible] Dec. 3d 1[illegible]
" 5 Copy of letter from Commo. [illegible] to [illegible].

[illegible]

[illegible]

[illegible] and [illegible]

[illegible]

[illegible] to the [illegible] of the [illegible]

[illegible] of the [illegible]

[illegible] of the [illegible]

and [illegible] to the [illegible] of the [illegible] with orders [illegible]

I am, &c.
[illegible]
Commr. [illegible]

Invoice of Documents
transferred to Commander E.
Byrne U.S. Ship Decatur,
Senior Officer of the U.S. Squadron
on the West Coast of Africa.

---

Invoice of Stores, Shipped by Lett. J. Thomas Naval Storekeeper on Board the Barque [illegible] Brig Oceanus James Green Jr Master, & consigned to the U.S.N. Storekeeper, Porto Praya Cape de Verde or to the Senior Officer there present all on account and risk of the U.S. Navy Department

## Appn Provisions

| | | | |
|---|---|---|---|
| 80.031 lbs Bread | 3 72/100 c | 2977 15 | |
| 200 Bbls Beef | $11.07 | 2214 00 | |
| 200. Bbls Pork | $12.10 | 2420 00 | |
| 60. Bbls Flour | $5.72½ | 343 50 | |
| 1.000. lbs Tea | 32 7/10 | 327 00 | |
| 8.045 lbs Sugar | 6½ c | 522 92 | |
| 1500 lbs Coffee | 11 c | 165 00 | |
| 3474 lbs Butter | 25 c | 868 50 | |
| 3530 lbs Cheese | 20 c | 706 00 | |
| 5850 lbs Pickels (26 bbls, 225 lbs each) | 3 9/10 | 228 15 | |
| 5246 lbs Dried Apples | 5¾ c | 301 64 | |
| 2460 galls Beans | 15 c | 369 00 | |
| 852. galls Molasses | 22 c | 187 44 | |
| 1024 galls Vinegar | 6 99/100 | 71 57 | |
| 2008 galls Whiskey | 26 c | 522 08 | 12.223 95 |

## Appn Clothing

| | | | |
|---|---|---|---|
| 2023¾ yds Blue Flannel | 33½ c | 679 47 | |
| 1904 yds Hungaree | 10¼ c | 195 16 | |
| 1056¼ yds Barnsley Sheeting | 55 c | 580 94 | |
| 216 Black Silk Handkfs | 89 c | 192 24 | |
| 50 Blue Pea Jackets | $6.40 c | 320 00 | |
| 100 Blue Cloth Trousers | $3.30 c | 330 00 | |
| 50 Blue Monkey Jackets | $6.77 | 338 50 | 2636 31 |
| Amount Carried forward | | | $14860 26 |

| | | | |
|---|---|---|---|
| Amount brought forward | | | $14.86 |
| **Offn Pay** | | | |
| 3094 lbs Tabacco | 13 4/7c | 419 90 | |
| 6004 lbs Salt Water Soap | 5 3/4c | 345 23 | |
| 1500 Hands Grass | $2.25 p h. | 33 75 | |
| 26 8/12 doz Spool Cotton | 12c | 3 20 | |
| 50 doz Mustard | 55 32/100 | 27 66 | |
| 50 doz Pepper | 43 56/100 | 21 78 | |
| 200 Silk Handkfs. | 64 1/2c | 129 00 | |
| 405 Cotton Handkfs | 7 1/3c | 29 70 | |
| 105 pieces Hat Ribbon | 17 6/7c | 18 75 | |
| 2 lbs Sewing Silk | $6.00 | 12 00 | |
| 216 Thimbles | 87/100c | 1.88 | |
| 288 Spoons | 4c | 11 52 | |
| 17 doz Blacking | 53c | 9 01 | |
| 100 lbs Beeswax | 40c | 40 00 | |
| 19 lbs White Threads | 65c | 12 35 | |
| 36 lbs Black Threads | 65c | 23 40 | 1189 1 |
| | | Dolls | 16.049 4 |

U. S. Navy Yard Boston
January 24th 1847
Sig'd Seth J Thomas

Appd
Sig'd Josiah Tatnall
Commanding

To the U. S. Naval Store Keeper
Porto Praya, or
the Senior Officer there present

Note

The weight of the Pickels is correct as stated in the Invoice. The weight as marked upon the barrels by the packer includes the brine

Sig'd S. J. Thomas

Despatch No. 15

U. S. Flag Ship Portsmouth
New York Harbor
September [illegible]

Sir

I have the honor to transmit to the Department copies of my orders to the several Commanders of the vessels of the Squadron under my Command on the African station

The following is the disposition of the vessels on the above station

U. S. Ship Decatur Commander E. Byrne left Porto Praya June 6th for a cruise on the Coast as also the U. S. Brig Porpoise Commander A. G. Gordon who left Porto Praya May 14th Neither of the above vessels are expected back at the Cape de Verds, before the first week in October.

U. S. Brig Bainbridge Commander A. G. Slaughter left Porto Praya March 10th for a cruise on the Coast. He probably returned in June and is at this time cruising in obedience to his orders dated May 16th, as directed in the subsequent one dated July 29th.

U. S. Ship Yorktown Commander John Marston was at Madeira July 29th with orders to report to Commander E. Byrne for duty.

I deemed it expedient in order that no confusion might arise and to facilitate the movements of my successor in Command, to direct Commander E. Byrne to remain at Porto Praya with the papers, until the arrival of the relieving Commodore, except in the event of his being relieved from the

Station

List of Naval Stores

Master to select some one vessel for the purpose specified in his instructions.

I have the honor to be
Very Respectfully
Your Obt Servt
Benj Cooper
Comdg U.S. Naval Forces
on the West Coast of Africa

To

Hon W. B. Preston
Secretary of the Navy

---

U. S. Flag Ship [illegible]
Porto Praya Oct [illegible]

Sir

You will be in readiness to sail on the [illegible] inst and you will take on board at least four months provisions or more if you have room for the same.

You are directed to cruise to the Southward on the Coast of Africa and you will be governed by the instructions you have received from the Navy Department and those I furnish you.

You will visit Monrovia Cape Palmas and Cape Coast. At Cape Coast you will inquire particularly as to its resources and capabilities and its standing compared with the other settlements on the Coast. And you will furnish me a statement of the same derived from your own observation and that which you can gather from creditable sources. At [illegible] you can procure good water.

From Cape Palmas you will continue your cruise along the Coast in the Bight of Benin to [illegible], visiting if you think proper all the intermediate places and you are at liberty either to continue on the Coast or to proceed to Princes Island. You will remain [illegible] weeks at that Island before you return.

The Slave trade so far as it can have been confined to the Bight of Benin you will be particular in pointing out its localities, and more vigilant in your examinations always taking care that you in no case exceed your instructions.

On your arrival at Porto Praya you will fill up with provisions and make occasional cruises among the Cape de Verd Islands not to exceed ten or twelve days in duration and you will continue so doing, until I return or otherwise order you.

I am

Very respectfully
Your Obt Servant
Benj Cooper
Comdg African Squadron

To [illegible]
Comdg U.S. Brig Porpoise

---

U.S. Flag Ship Portsmouth
Off [illegible]
July 29th 1849

Sir

Being constrained at this time by ill health and a consciousness that I have but little hope of recovering [illegible] my late capacity to conduct the affairs of this Squadron to transfer the command to the Senior Officer.

Commander [illegible] being the Senior Officer you are directed to report to him.

With my best wishes for your health & happiness

I am very respy
Your Obt Servt
Benj Cooper
Comdg African Squadron

To [illegible]
U.S. Brig Porpoise

Copy of orders to Commander T. T. Craven
U.S. Brig Porpoise, dated Porto
Praya [illegible] [illegible] and [illegible]
March 29th 1844

---

U.S. Flag Ship Macedonian
Porto Praya Harbor
March 29th 1844

Sir

On your arrival at this Harbor you will fill up with provisions and when you are in all respects ready for sea you are directed to cruise to the Northward visiting Madeira and the Canaries and you will so regulate your visits that your absence from this Harbor will not exceed seventy days.

On your return to Porto Praya you will supply yourself with four months provisions and otherwise prepare yourself for a cruise on the Coast of Africa.

You will visit Monrovia, Sinoe, Bassa Cove and Cape Palmas, and you will remain at the above named places from three to four days, or more if necessary. At Sinoe you will find good water.

From Cape Palmas you will continue your cruise along the Coast in the Bight of Benin to Whydah visiting if you think proper, all the intermediate places. From thence you can either continue on the Coast or proceed to Princes Island. You will however stop at the Island upon returning.

For the successful attainment of the interesting ends for which our Squadron is maintained on the Coast, it is necessary to keep within sight of land so that all vessels at anchor or otherwise may be seen, and if American and suspicious be examined. As this can be done with perfect safety if proper care be taken by consulting your charts, you are directed to be at all times in such a position, so that no part of the coast along which you are sailing can escape your observation.

The Bight of Benin being the great Slave Depot you will be more particular and vigilant in your [illegible] especially as to the localities of the slavers [illegible] always taking care that you in no case exceed your instructions.

Returning you will stop at Monrovia and on your arrival at Porto Praya you will remain there until I return or otherwise order you.

You will not exceed twelve days at Porto Praya in preparing yourself for this cruise, and you will be governed by the orders you have received from the Navy Department and those I have given you.

Wishing you a pleasant cruise and safe return.

I am very respectfully
Your Obedient Servt
[illegible]
Comdg African Squadron

To
C. [illegible] Slaughter
Comdg U. S. Brig Bainbridge

---

U. S. Flag Brig [illegible]
[illegible]
[illegible] 1849

Sir

I am constrained at this time by ill health and by a consciousness that I can have but little hope of ever recovering sufficiently to conduct the affairs of this Squadron to sail for the United States and transfer the command to the Senior Officer.

You are directed to [illegible] the orders I gave you dated at Porto Praya [illegible] May 13th 1849 and you will leave a communication to that effect for Commander C. Byrne Senior Officer when you leave the above port.

With my best wishes for your health & happiness
I am very respy
Your Obt Servt
[illegible]
Comdg African Squadron

To
Commander
A. S. Slaughter
U. S. Brig Bainbridge

Copy of Orders to Commander [illegible]
Commanding U S Brig [illegible] dated
[illegible] [illegible] 15th [illegible]
[illegible] 29th 1847.

U S Flag Ship [illegible]
Porto Praya [illegible] 29th 1847

Sir

You will be in readiness to leave on the 1st of May and you are directed to cruise to the Southward on the Coast of Africa and you will be governed by the instructions you have received from the Navy Department and those I have given you.

You will visit Monrovia, Bassa Cove, Sinoe and Cape Palmas at which places you will get good water. At Bassa Cove you will make a particular examination and enquiries and of the state of affairs with the [illegible] settlements of the Coast and you will furnish me a statement thereof made from your own observations and that which you can gather from [illegible] sources. You will remain at these places from three to four days or more if necessary.

From Cape Palmas you will continue your cruise along the Coast in the Bight of Benin to Whydah and you are at liberty to touch at the intermediate places. From Whydah you can use your own prudence whether to continue on the Coast or to proceed to Princes Island; you will however touch at the island above mentioned, Princes Island where you can obtain a plentiful supply of good water.

For the successful management of the interesting trade for which our Squadron is maintained on this Coast it is necessary to keep in sight of land so that all vessels Slavers or otherwise may be seen and American [illegible] to [illegible], as this can be done with perfect safety & proper care taken by conducting your cruise you are directed to be stationed in such a position so that no part of the Coast along which you are sailing can escape your observation.

[illegible]

the Bight of Benin being the first place Depot, [illegible] to more vigilant and particular in your [illegible] movements [illegible] to the benefit of the [illegible] [illegible] in going [illegible] you [illegible] station.

On your [illegible] you [illegible] at Monrovia on arrival at Porto Praya you will fill up with provisions [illegible] among the Cape de Verde Islands [illegible] stays on the station and you will return [illegible] unless otherwise ordered [illegible] you.

Wishing you a pleasant cruise and safe return

I am very respy
Your Obt Servt
F. H. Gregory
Comdg African Squadron

To
Comdr [illegible]
Comdg U S Ship [illegible]

U S Flag Ship Portsmouth
Porto Praya Harbor
May 1st 1849

Sir

The report of survey held on the persons of John [illegible] Henry [illegible] Benedict [illegible] and Peter Chapman [illegible] recommend them unfit for duty [illegible] recommendation that they should be sent to the United States. You are hereby directed to remain at this Harbor [illegible] and you will [illegible] the first opportunity that shall offer, to [illegible] the above [illegible] the American Brig Sarah [illegible] expected shortly to stop at this place which will enable you to send home if not all of the condemned

condemned [illegible] You will [illegible] the [illegible] given you proceed to execute your orders [illegible] You will [illegible] responsible for the conduct of the [illegible] that [illegible] permit.

I am very respy
Your Obt Servt
F. H. Gregory
Comdg African Squadron

To
C. [illegible]
Comdg U S Ship [illegible]

U S Flag Ship Portsmouth
Off [illegible] Harbor July 2[illegible] 1849

Sir

I am [illegible] at this time by ill health and by a consciousness that I can [illegible] to command the [illegible] of this Squadron to sail for the United States and transfer the command of the Squadron to you as Senior Officer.

I forward to you per [illegible] papers and documents relating to the African Squadron consisting of orders instructions &c that I have received together with those issued by me while I have been in command on this Station.

In order to prevent confusion and to facilitate the operations of my successor in command you are directed to remain at Porto Praya so that he may receive the necessary documents and information without delay when he reaches that Port and [illegible] the Navy Department [illegible] should you be [illegible] before the arrival of the Commodore you will [illegible]

[illegible] to [illegible] the above report

I [illegible] to your [illegible] command [illegible] to the Commander [illegible] this Squadron

I would request [illegible] that [illegible] to the [illegible] to my ship that we would have the [illegible] to the United States

With my best wishes for your health & happiness

I am very respectfully
Your Obt Servt
[illegible] Gregory
Comdg African Squadron

To
E. Byrne
U.S. Ship Decatur

Letter & orders to Commander E. Byrne
U.S. Ship Decatur dated Porto Praya
[illegible] 16th & 17th and Funchal
Madeira July 29th 1849

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U.S. Flag Ship Portsmouth
Off Funchal Madeira
July 29th 1849

Sir

I [illegible] at this time by a [illegible] by a [illegible] that I can have but little hope of the [illegible] to the [illegible] of this Squadron to sail for the United States and [illegible] the command of the Squadron to the senior Officer.

Commander E. Byrne U.S. Ship Decatur being the Senior Officer on this Station you are directed to report yourself to him for duty. He will be at Porto Praya about the 1st of October.

You will take charge of the Packages marked for the Commander in Chief of the African Squadron and deliver them to Commander E. Byrne.

I have directed the Prisoners on board this ship to be transferred to yours and you are directed to land and discharge them at Monrovia.

You will on your passage down touch at [illegible] and [illegible] Canary Islands and deliver to Commander [illegible] a communication addressed to him.

With my best wishes for your health & happiness

I am very respectfully
Your Obt Servt
[illegible] Gregory
Comdg African Squadron

To
Commander
John Marston
U.S. Ship Yorktown

[illegible] de ta [illegible] se achava
a [illegible] [illegible]
[illegible] Junho 29, 849.

Dispatch No 11

September 2d 1849

Ackd 3 Sep 49.

Com: 5 Sep 49.

C 105 Sep 5 Harris

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Dispatch No 11

U.S. Flag Ship Portsmouth
New York Harbor
September 2d 1849

Sir

I have the honor to transmit to the Department Copy of the report of Commander John Marston U.S. Ship Yorktown in relation to his visit to Cadiz for the purpose of repairing the rudder of his ship and also the temporary appointment of Dr. Fox U.S. Ship Yorktown as Fleet Surgeon.

I have the honor to be
Very Respectfully
Your Obt Servant
Benj Cooper
Commg U.S. Naval Forces
on the West Coast of Africa

Hon. W. B. Preston
Secretary of the Navy

Copy

U. S. Brig [illegible]
Madeira. July 27th [illegible]

Sir

I have the honor to report to you that in compliance with your order of the 10th of June I left Port Praia on the 14th of that month for Cadiz where I arrived on the evening of the 6th inst and as soon as possible entered into arrangements through the agency of our Consul in Cadiz with a ship Carpenter for the repair of our rudder but as the wood for the same had to be obtained from the private Arsenal and many forms had to be passed through before it could be obtained much time was unavoidably expended ere the Spanish mechanics could commence their work and even after they had got under way tho every exertion was made by me to urge them on yet their natural dilatory character added to the frequent holy days prevented us from again receiving the rudder on board until the evening of the 22d inst and on the following morning I left Cadiz for Madeira where I arrived this day after a passage of five days.

I am happy to say the officers and crew are in the enjoyment of their usual health.

Nothing of moment has occurred during my absence.

I am very respectfully
Your Obt Servt
Sg. John [illegible]
Commander USN

Commo. Benj Cooper
Comm'g U. S. Naval Forces African Station

U. S. Flag Ship [illegible]
Off Funchal Madeira
[illegible]

Sir

You are hereby appointed temporarily [illegible] Surgeon, and will act as such until you are relieved by the Navy Department

I am very respectfully
Your Obt Servant
Benj Cooper
Comm'g African Squadron

Surgeon
J. L. Fox
U. S. Ship Yorktown

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Copy of the Report of Commander
[illegible] U. S. Ship Yorktown
relative to [illegible] visit to [illegible]
the [illegible] of US Ship
and [illegible] Madeira June 29th [illegible]

Cont. 5 [illegible] 49

[illegible]

Ack: 5 Sep '49.

C 103 Sep 5 Harr